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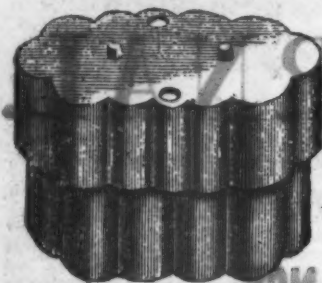
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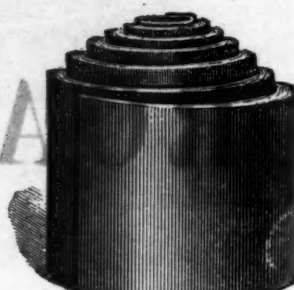
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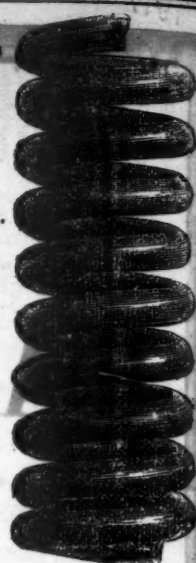
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 45.]

SATURDAY, NOVEMBER 6, 1869.

[WHOLE No. 1,751, VOL. XLII.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 6, 1869.

Union Patent Stop Washer:

How it should happen that a piece of leather or metal laid between a bolt nut and the thing it holds fast has gone from time immemorial under the technical name of a washer, is one of those mysteries of the past into which it would be idle to examine, were it not for our knowledge of the inherent poetry of all honest work in life, and the tendency to turn aside from its original meaning inherent in all words in common life. But this lets us into many a secret.

Our stop washer, then, is simply a new and very clever contrivance, and a very effectual one, to watch the nut on the end of a bolt. And the way in which Mr. A. Gibson, of Coatesville, Pa., has managed to effect this, is worthy of all praise. His circular says: "the patents cover the principle of turning a flexible material held in place against a nut to prevent its receding or getting loose." Mr. Wilson, Chief Engineer of the Pennsylvania Railroad, writes to him:

"As we are now using the English fish bar splice, to the exclusion of all other joint fastenings, we need washers on every joint to keep the nuts tight, and expect to continue ordering from you as heretofore."

Mr. Cassett, Superintendent of Motive Power at Altoona, adds:

"There are a great many bolts about a car to which I think they can be applied to advantage; and they are a perfect Stop Washer—there is no possibility of the nut working off."

Mr. Reeves says that the Phoenix Iron Company uses it exclusively on their new "Reeves Rail Joint," of which there were already July 12, 1869, 40,000 joints in general use, requiring two bolts and nuts each, and he had never heard of a nut turning. Mr. Heizmann, resident Engineer of the Philadelphia Division Pennsylvania Railroad, calls the washer an undoubted success, having been used on the road since early in 1868. Such testimony ought to recommend it. It is simple, cheap, and does its work, dispensing with the common washers and with jam nuts and saves the trouble and expense of watching and tightening. The alleged saving over jam nuts is thus stated: 4 bolts to each joint (25 feet rail)=1088 bolts per mile=844 lbs. $\times 7\frac{1}{2}c.=\$63.30$. Whereas the washers cost from \$21.10 to \$50.64 (saving from \$42.20 to \$12.66 per mile) according to size and kinds.

The invention consists of a disc, or two discs connected by a strap, of flexible metal, cut into a six pointed star, in the centre of which is the bolt hole. The washer being slipped over the bolt, the nut is screwed down and two opposite points of the star are bent up against its sides, holding it in a gentle but immovable embrace, no vibrations or expansions can make it turn.—U. S. R. & Mining Register.

Changeable Gauge Freight Car Trucks.

The Lobdell Car Wheel, Tire and Machine Company, of Wilmington, Delaware, have been made sole agents for the South and Southwest of New York for the manufacture and sale of the Patent Adjustable Gauge Cars. Several hundred of Adjustable Gauge Cars, constructed under these patents, are now and have been running successfully in a through freight line between the New England and Western States for the past year, which number is to be largely increased as soon as they can be built.

Hon. Geo. H. Pendleton has been appointed President of the Kentucky Central Railroad.

Wharton's Safety Railroad Switch.

A valuable improvement in the important matter of safety from railroad accidents caused by misplaced switches, was tested yesterday, on the Pennsylvania railroad above the Wire Bridge, and on the West Chester railroad near Thirty-second and Walnut. The switch used was "WHARTON'S SAFETY SWITCH." It is very simple in its mechanism and substantial in its structure, but cannot be accurately described without the use of diagrams to show its mode of operation. Its striking peculiarity is that it preserves the main track unbroken, keeping it as completely intact when the switch is open as when it is closed, and by means of this peculiarity it does away with the risk of the frequent and fatal accidents caused by misplaced switches. The first test was at the siding just above the Wire Bridge, where two men lost their lives not long ago because the old switch was accidentally left open when a train was passing on the main track. There is a WHARTON'S SWITCH there now, and at the trial yesterday the switch was set wrong for the main track, but right for the siding, whilst a locomotive and tender were running along the main track. The engine and tender, however, kept firmly on the track, the same as if no switch were there at all.

This test was repeated a number of times and in various ways, with the engine running back and forth on both the siding and the main track, and with the switch set both right and wrong, locked and unlocked. The trial was so perfectly satisfactory that the party of gentlemen present, by invitation, got on board the locomotive and passed over the switch at a speed of thirty miles an hour, when it was set as wrong as it could possibly be put by any negligence or any ingenuity of malice or wickedness.

There was subsequently an additional test near Thirty-second and Walnut, on the West Chester Road, where the switch was misplaced in every way that the experience of the railroad men present could suggest, and the locomotive, tender and car were run over it at various speeds, from that of the mere gravitation of a single car on a down grade, to a velocity of forty miles an hour, and the result was still the same. The switch was then taken to pieces and nearly all the movable

parts taken away, so as to show what would happen if it should get broken, and still the locomotive and tender passed firmly as well as safely along the main track. It is not easy to imagine how there can be any doubt as to its absolute safety. The railroad operatives present all gave it their unqualified approval, and spoke of it as an invention that would relieve them from many of the risks and perils of their occupation.

This switch has been in partial use for several years on some of the roads near Philadelphia. There are about seventy on the Reading road, and a few on the Pennsylvania and Baltimore roads. It is the invention of WILLIAM WHARTON, JR., Civil Engineer, of this city, and a factory, built for the purpose, at Thirty-second and Walnut streets, is now engaged in the manufacture of the safety switch.—*Philadelphia Ledger*, Oct. 28.

Ohio and Mississippi Railway.

The following is a statement of the earnings and expenses of this road for the years ending December 31, 1867 and 1868:

Earnings:	1867.	1868.
From passengers	\$1,429,210 56	\$1,230,981 92
" freight	1,872,428 25	1,586,818 96
" mails & express	157,680 46	146,239 79
	\$3,459,319 27	\$2,964,040 67

Expenses:	1867.	1868.
Maintenance of way and structures	\$718,869 93	\$853,051 59
Motive power & cars	433,941 85	269,224 99
Transportation exp.	1,011,168 23	978,904 71
General expenses	97,130 84	93,876 46
Taxes, Municipal and Government	84,486 55	82,262 16
Damages to property, cattle killed, etc.	50,193 26	23,293 88
	\$2,395,790 66	\$2,300,613 79

Net earnings	\$1,063,528 61	\$664,326 88
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Compared with 1867, the gross earnings of 1868 show a decrease of \$495,278 60, with a decrease in the ordinary operating expenses of \$95,176 87—making the decrease in net earnings, \$400,101 73.

The ordinary expenses really exhibit a much larger sum than legitimately belongs to it, and as compared with 1867, shows a proportionate decrease with the earnings.

To the difference stated above..... \$95,176 87
Should be added the purchase of 3-
500 tons of railroad iron, costing.. 287,643 08

—which would increase the net earnings (deducting the iron purchases from the expenses,) the sum of \$951,069 96. The extraordinary expenses, not included in the above, were as follows:

Excavations, fillings & embankments.	\$3,165 55
Balasting road bed	33,636 80
Fencing road	11,121 88
New depots	9,126 14
Miami Bridge	140,628 19
Track connection with L. M. R. R.	4,360 59
Filling Front st. wharf	15,229 16
Rebuilding iron bridges	46,212 07
Legal services, interest on loan, discount on sale of bonds, and salaries of officers due from previous year.	189,853 11
New cars	29,775 00
Work on new locomotives	3,617 25
Expenses on account of change to narrow gauge	204,624 30
Total	\$691,350 04

The extraordinary expenses have been reduced about \$500,000, deducting from the amount charged, the items of discount on sale of Consoli-

dated Mortgage bonds, and for change of locomotive engines and cars to narrow gauge, and the difference between the amounts charged this account in 1867 and 1868.

The following statement of receipts and disbursements for the current year 1868, shows the receipts from all sources, and the payments made on the several accounts charged. First, the receipts on account of earnings for the year, and then the payment of the current claims provided for out of the earnings for current business. Second, the receipts from all sources, other than earnings, and the several payments of general claims absorbing such receipts, and leaving a cash balance in hand, January 1, 1869, of \$163,694 71:

Received on account of earnings in 1868	\$2,846,942 66
Paid on account of operating expenses in 1868	\$2,091,979 56
Coupons of interest on bonded debt	318,187 23
Interest on preferred stock & certificates	239,823 32
Increase of materials	40,765 57
	2,690,755 68

Leaving a balance of	\$156,186 98
Add cash balance, January 1, 1868.	154,205 50
Receipts from uncollected revenue of 1867	128,113 63
Accounts open on account of the rebuilding Miami Bridge	94,027 32
Open accounts in settlement	25,595 45
Temporary loans increased	123,753 16
Proceeds of sale 1076 Consolidated bonds	912,265 00
Total	\$1,594,146 94

Paid on account of real estate	\$38,766 36
Pay rolls, due of 1867	137,269 88
Bills of purchases of 1867	154,318 79
On account of extraordinary exp.	527,615 04
Accounts in settlement with contractors, rebuilding Miami bridge, etc.	70,986 78
Charges due to other roads	3,890 10
Open accounts in settlement	10,200 52
Coupons of interest due by the Receiver, and accounts settled, including amount due Geo. Peabody & Co.	229,530 36
Coupons of interest First Mortgage W. D., due previous to January 1, 1868	41,844 82
Interest due on Preferred "Trustees" certificates, prior to January 1, 1868	216,029 58
Balance, cash on hand, January 1, 1869	163,694 71
Total, as above	\$1,594,146 94

Included in the general receipts is stated the net proceeds of the sale of 1076 Consolidated Mortgage bonds, disposed of at an average rate of about 86 per cent., yielding the sum of \$612,265, which, added to the old outstanding bonds, makes the bonded debt of the company January 1, 1869, \$1,964,000, authorized to be increased to \$6,000,000, leaving yet to be sold, \$1,036,000.

Of the \$20,000,000 common stock authorized to be issued, there has been converted of the "Trustees" certificates into common stock, \$19,057,473 83. Of the \$3,500,000 Preferred stock, there has been converted of the "Trustees" certificates into preferred stock, \$3,345,950 89. The whole amount of preferred certificates issued by the "Trustees" was \$3,854,000, leaving available to be issued of preferred capital stock, \$146,000 to complete the amount authorized.

GENERAL LEDGER ACCOUNT.

From Nov. 1, 1867, to Dec. 31, 1868.

Railroad	\$24,068,830 89
Real estate, etc.	1,468,938 56
Equipment	1,707,000 00
Telegraph line	25,042 59
Illinois Southern R. R. purchase	279,819 17
Shop tools and machinery	141,740 93
Materials on hand	154,964 03
Ordinary operating expenses	2,801,288 84
Extraordinary expenses	844,941 96
Mortgage bonds, coupons and interest paid	360,081 92
Interest on preferred stock and certificates	461,701 05
Running accounts in process of settlement	40,779 49
Accounts with agents and others for uncollected revenue	110,060 84
Cash balances on hand	163,694 71

	\$32,628,884 98
Common capital stock certificates	\$19,057,473 83
Trustees' certificates, unconverted	942,526 14
Trustees' common certificates to be provided for outside of capital stock	226,604 44
Preferred capital stock certificates	3,345,950 89
Trustees' preferred certificates unconverted	8,173 73
First Mortgage bonds, E. D.	2,050,000 00
First Mortgage bonds, W. D.	850,000 00
Second Mortgage bonds, W. D.	556,000 00
Income bonds, W. D.	221,500 00
Funded debt bonds, W. D.	16,500 00
Consolidated bonds	1,270,000 00
Earnings	3,572,159 32
Pay rolls unpaid	98,569 35
Bills of purchases unpaid	107,809 89
Running accounts to be settled	25,091 02
Notes outstanding	46,680 00
Open accounts of 1867 and 1868	233,816 34

\$32,628,884 98

The following is a list of the officers and directors who were elected at the recent meeting of the stockholders:

President.—W. D. GRISWOLD.

Vice President.—ALEXANDER H. LEWIS.

Directors.—William D. Griswold, Larz Anderson, W. W. Scarborough, Alex. H. Lewis, Cincinnati; John Ross, Vincennes; Lewis B. Parsons, John J. Roe, St. Louis; Joseph W. Alsop, William H. Aspinwall, William Whitewright, Jr., Samuel U. F. Odell, Allan Campbell, Frederick Schuchardt, New York.

Gen'l Superintendent.—J. L. GRISWOLD.

Treasurer.—CHARLES S. COLE.

Auditor.—P. VAN DEUREN.

Secretary.—E. D. HAMMOND.

Asst. Secretary.—SAMUEL TREVOR.

Spuytan Duyvil and Port Morris Railroad.

The route of this road will be through the valley of the Spuytzen Duyvil Creek to the Harlem River, and along the course of that river to the mouth of Cromwell's Creek; from which it will strike across West Morrisania towards the Harlem Railroad; thence along what is known as the ridge to Mott street, in Melrose; thence across the low lands of that village and that of Bensonia, to connect with the present Port Morris branch of the Harlem road. The change of engineers caused delay in the construction of the line. The present engineer has adopted, almost entire, the route laid out by the former, and the work will be soon begun.

The Queen Anne's Railroad will soon be completed. Only three miles, which is between Millington and Sudlersville, remain unfinished.

Georgia Railroad and Banking Co.]

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$288,365 28	\$321,789 78
" freight.....	694,321 38	781,694 25
" mail.....	21,087 00	21,087 01
	<u>\$1,003,723 66</u>	<u>\$1,104,521 04</u>
Expenses, viz:		
Conducting transp.....	\$129,228 87	\$146,341 59
Motive power.....	203,841 44	222,869 04
Maintenance of way...	132,509 69	148,280 12
Maintenance of cars...	46,254 28	57,967 98
	<u>\$511,834 28</u>	<u>\$575,458 68</u>
Earnings less expenses.	\$491,889 38	\$529,062 26
Deduct extraordinary expenses, viz:		
Renewing locomotive en-		
gines.....	\$61,976 15	
New cars & rebuilding cars	53,645 68	
New railroad iron, chairs		
and spikes.....	43,000 00	
Ties and labor laying new		
track.....	12,263 55	
		<u>176,258 69</u>
Net income.....		<u>\$352,803 67</u>
Out of which has been paid—		
For 4 new locomotive engines.....	\$49,093 22	
New freight house & offices at Atlanta	30,947 82	
Bal. on new round house at Atlanta	4,408 86	
Surplus.....	268,353 77	
Total, as above.....		<u>\$352,803 67</u>

Compared with the previous year, the gross earnings show an increase of \$100,797 38; with an increase in expenses and payments, both ordinary and extraordinary, of \$17,254 78—making the increase of net income, \$83,542 60. The President in his report says:

The Superintendent shows a gross profit of \$1,104,521 04, and a net profit (deducting ordinary and current expenses) of \$529,062 26; and deducting all payments on account of road, ordinary and extraordinary, a surplus remains of \$268,353 77, applicable to other purposes. The company, however, has some valuable assets independent of the road, and the entire net income for the year may be stated thus:

Net income from the road after all payments, as above stated.....	\$268,353 77
Dividends on stocks, interest, and rent.....	\$100,711 75
Charged with interest on bonds, taxes, & salaries.....	59,304 26
	<u>41,407 49</u>
Total net profits.....	<u>\$309,761 26</u>

It will be perceived by the above that after paying all expenditures and appropriations on road account, the company had for last year a net income of \$309,761 26.

Two dividends have been declared in the year of \$1 per share each, amounting, with the tax of \$16,624, to \$349,104. The deficit in net profits, to pay these dividends, was taken from and charged to reserved fund. This fund has also been charged with various items of war damage and losses by the old Bank in liquidation, and stood on the 31st of March, as will be seen, at \$718,233 53. This reserved fund, as it is known, is not immediately available as a cash resource. It has resulted, to be sure, from net profits over all expenses incurred and debts contracted; but it is invested in our assets, some of which we do not wish to part with, and others are depreciated and unavailable. These assets are however valuable, and abundantly sufficient, even under forced sales, to pay all liabilities of the company and leave it entirely free from debt. That they are valuable, may be seen from the fact that they produced an income the last year of \$100,711 75, and relieved the road

earnings from all salaries in the financial department, the entire interest on the funded debt, upwards of \$16,000, taxes, and leaving a balance in aid of dividends of \$41,407 49. The income from these assets may not be fully maintained in future, but it is not doubted that they will continue to yield a sufficient income to meet the interest on the bonded debt of the company, or any debt the company is likely to contract. It has been the policy of the company to contract no debt not fully covered and provided for by the assets, thereby leaving the stock whole, and the company virtually out of debt. Some increase of the bonded debt since the last annual convention, proves no departure from this principle. To save the forced sale of assets at an under value, and liquidate some war damage claims and bank circulation, and provide in part for the heavy extra work for restoration of property, without interfering with dividends, the Board authorized an issue of 7 per cent. bonds to a limited amount, which have been sold at a premium. But the amount of assets has not been exceeded or even equalled, and the issue has been stopped.

The Superintendent has stated the gross and net profits of road operations for the past year. He also states the encouraging fact that the gross earnings exceeded those of the year preceding \$100,797 38, and the net earnings those of the preceding year, \$83,542 60. He also states in detail the expenditures on account of the road, distinguishing the ordinary from the extraordinary. The extraordinary are so called because of extraordinary causes—that is, by the waste and ravage of war. These changes make no difference in the capital. They are all charged to profit and loss account, like the ordinary current expenses. These expenditures have continued to be large, but with a round house in Augusta, and a few minor items, this distinction may be dropped—though somewhat larger outlays for new iron than "ordinary," will be required for several years.

Though the business of the year has been very satisfactory, it has been maintained under very strong and active competition. With a much heavier tonnage and 20 per cent. more mileage, an increase of 10 per cent. in gross profit has only been realized from the low rates at which much of the work has been done. Roads continue to multiply, by which we shall in the future be variously affected; but the Board are inclined to believe, with the Superintendent, that the present profits of the road may be maintained.

Compared with other contiguous roads, our business in the transportation of cotton has been very encouraging. Whilst other neighboring roads have fallen off largely, the number of bales transported over our road has only declined 8,336 bales, and that loss has been entirely on cotton from Montgomery. From that point we transported in 1867-8, 12,062 bales, and the last year only 2,903 bales; decrease, 9,159 bales, which more than accounts for the whole decrease. From most other points beyond our terminus, especially the Northwest, we have had a handsome increase. The loss from Montgomery is easily accounted for. It was partly from the short deliveries at that point, but mainly from the control of the Montgomery and West Point Road by rival interests. Where the competition is equal, we may always expect our full share in the transportation of this important staple. Augusta is fast regaining its former popularity as a cotton market, and as an entrepot, its advantages are unrivalled.

We are also much pleased to find a progressive increase in the grain and provision trade from the West. In 1867-8, we transported of corn 487,828 bushels; and in 1868-9, 1,059,043 bushels; increase, 571,215 bushels. We transported wheat, 104,640 bushels in 1867-8, and in 1868-9, 302,411 bushels; increase, 197,771 bushels; and the same increase is found in most other articles of Western production. Should the increased facilities in the means of transporting grain in bulk, spoken of by the Superintendent, be realized, this business will become one of much importance to us. It is, to a great extent, a Summer business much needed by

Southern Roads, as it gives employment to their stock at a season when much of it is idle.

To provide a safe and convenient fiscal agency for our own business, and with a hope of making some profit on the earnings of the road until needed, and upon private deposits, an office of discount and deposit has been recently re-opened. The business has scarcely been fairly opened, and a large business will not be sought or desired. The small business yet done has been entirely safe, and it should be the policy of the Board to keep it so, and run no risks. Agencies have been established at Atlanta and Athens, and from the high credit of the institution, deposits will no doubt soon accumulate, when the business may be safely enlarged and the profits increased. The uncertain and fluctuating value of the currency is, however, very much against a safe and profitable banking business upon deposits.

The company have 41 locomotives, of which 25 are in good order, 23 passenger, 10 baggage, 292 box, 18 coal, 100 platform, 14 shanty, 14 cab and 27 stock cars. Miles run by engines 747,099. Miles of road in use 231. Bales of cotton transported, 104,872. Bushels of grain, 1,407,326. Barrels of flour, 12,530. 12½ miles of new iron have been laid during the year, making in all 47½ miles of new iron laid down since the close of the war.

The following is a Condensed Statement of the condition of the Georgia Railroad and Banking Company, on the 31st of March, 1869.

The road and its outfit.....	\$4,156,000 00
Real estate.....	114,628 66
Banking house and lot.....	35,000 00
Road expenses and expenditures for the road.....	\$882,090 10
Incidental expenses and salaries.....	13,113 36
Interest on bonds.....	29,633 58
U.S. tax on dividend No. 49 and 50.....	15,395 80
Tax p'd State of Georgia.....	1,161 52
	<u>941,394 36</u>
Materials on hand for road.....	77,516 44
Stock of other companies.....	1,097,387 20
Bonds of other companies.....	78,400 00
Discounted notes.....	2,599 11
Assessment on stock.....	262 50
Bills receivable.....	16,564 10
Due by other corporations.....	11,180 00
Notes of Banks in Augusta.....	195,329 98
Cash.....	129,776 26
	<u>\$6,855,988 61</u>
Capital stock.....	\$4,156,000 00
Profit and loss.....	\$718,233 53
Income from railroad.....	1,067,232 99
Transportation of the mails.....	31,319 51
Interest, discount and premium account.....	17,451 51
Dividends on stocks.....	81,998 58
Rent account.....	1,266 66
	<u>1,917,497 78</u>
Bonds of this company.....	592,000 00
Dividends unpaid.....	43,682 37
Due to other corporations and agents.....	30,897 48
U. S. tax retained on coupons paid.....	1,226 69
Deposits.....	3,689 26
Circulation.....	110,995 03
	<u>\$6,855,988 61</u>

President.—JOHN. P. KING

Directors.—E. E. Jones, B. H. Warren, John Bones, Edw. R. Ware, Sam'l Barnett, Antoine Poullaine, James W. Davies, L. M. Hill, Richard Peters, Stevens Thomas, James S. Hamilton, Geo. T. Jackson, M. P. Stovall, Thos. J. Burney, D. E. Butler, Green Moore.

Gen'l Superintendent.—E. W. COLE.

As't Superintendent.—S. K. JOHNSON.

Treasurer.—J. MILLIGAN.

Steel Rails.

ELEVEN HUNDRED MILES OF STEEL ROAD IN THE UNITED STATES—AMERICAN AND ENGLISH RAILS—STEEL-HEADED RAILS—ADVANTAGES OF SOLID STEEL.

Eight years ago steel rails were a doubtful experiment. To-day they are a fixed fact and an absolute necessity. When they were first offered for sale, as was recently stated by Mr. W. Bragge, the gentleman on whom devolved the difficult task of introducing them, they were looked upon with distrust, and only by giving rails to be made into points and crossings, on trial, to be paid for when they had earned their value, was it possible to dispose of them in England. In 1861, Mr. George Wilson, agent of Cammell & Co., who were among the earliest steel-rail makers, and manager of their famous Cyclops works at Sheffield, visited this country with specimens of the new manufacture, and succeeded in persuading the far-seeing President of the Pennsylvania Central Railway to purchase a few hundred tons, which were laid during the ensuing season on the most trying portions of that road. These were the first steel rails used in the United States, and the credit of their introduction is largely due to Mr. Phillip S. Justice of Philadelphia, who perceived at once the advantages which they must possess over iron rails, and exerted his influence to secure a trial for them. Notwithstanding this auspicious opening, the sale of steel rails in this country was very far from easy work. When the subject was first brought to the notice of the President of the New York and New Haven Railway, one of the directors of the company chanced to be sitting in the office, absorbed in a newspaper. Catching the topic of conversation between the President and the agent, he suddenly looked up, exclaimed with a sniff of supreme contempt, "Steel rails? Bah! stuff! hosh! nonsense! humbug!" and then relapsed into his newspaper again, leaving the President to take the very broad hint and the agent to sell no rails. As an offset to this, and as a good illustration of the progress steel rails have made in the good opinion of American railroad men, the fact may be cited that less than a week ago, the General Superintendent of the very same road promptly replied to the question, "How many steel rails are you laying this season?" with the significant remark, "All that we can raise the money to pay for!" In England, too, it is only a few weeks since the engineer of the Metropolitan Underground Railway of London stated to an American gentleman, that without steel rails it would have been utterly impossible to operate that road successfully; for the heavy trains, drawn by forty-five-ton locomotives, starting every five minutes, and stopping at half-mile stations, and running forty miles an hour with the brakes down more than half the time, would have used up the best iron track so fast that it could not have been relaid without interfering most seriously with the traffic of the line. And, finally, the report of the exhaustive and important discussion held last year by the Institution of Civil Engineers in England, sums up the case in these words: "There can be no doubt as to the expediency of employing steel rails, even on railways where the traffic is light; but, of course, the heavier the traffic the greater will be the economy of substituting steel for iron."

In view of this forcible verdict in favor of steel rails, it becomes a matter of great public interest to know by what companies and to what extent these rails are being laid in the United States. The report on Railroads of the State Engineer and Surveyor of New York, prepared by S. H. Sweet, Deputy, says: "It is estimated that from 40,000 to 50,000 tons of steel rails are in use on our various railways." Careful researches, made in this city during the past week, warrant the use of much more encouraging figures, and authorize the assertion that by the end of the year 1869 there will be laid in the United States, in round numbers, one hundred and ten thousand tons of steel rails, equal to eleven hundred miles of steel road; and of this amount about thirty-six thousand tons, equal to three hundred and sixty miles, will be laid during the present season! These rails are in use on more than 50 different roads, and are partly of American, principally of English, and to a very small extent, of Prussian manufacture.

Four large steel works for making rails have already been established in this country, and a fifth is nearly completed. John A. Griswold & Co., proprietors of the Bessemer Steel Works of Troy, N. Y., made about 2,000 tons of steel rails, half of them for the Erie Railroad, prior to the burning of their works in October, 1868. None of these rails have broken, and official certificates testify that they are equal to the best foreign rails. The new works, now nearly completed, will enable the proprietors to produce steel rails at the rate of 15,000 to 20,000 tons per year. The Pennsylvania Steel Works at Harrisburg are now, and have been for some time, producing steel rails at the rate of 12,000 tons annually. These are mostly laid on the Pennsylvania Railroad, and the official reports show them to be equal to the best foreign rails. The yearly capacity of the works is 20,000 tons. The Cleveland Rolling Mill Company are producing steel rails at the rate of 6,000 to 8,000 tons per year. They have only recently started and are not yet in full operation. Their capacity is 15,000 to 20,000 tons per year. Their steel is of Lake Superior iron and is of excellent quality. The Freedom Iron and Steel Works at Lewistown, Pa., are producing rails for the Pennsylvania and other roads at the rate of some 8,000 tons per year. Their annual capacity is 10,000 to 12,000 tons. Their steel is pronounced by the Pennsylvania Railroad Company, after rigid tests, equal to the foreign. The Cambria Iron Company have a Bessemer steel works nearly completed at Johnstown, Pa. Its capacity will be 20,000 tons. The above statements are authoritative, and clearly indicate that we shall be able, by next year, to produce annually at least 80,000 tons of good, American-made, steel rails, a fact full of promise for the future of American railways. It may also be stated here that the proprietors of one of the largest iron-rail-making establishments in Pennsylvania, after struggling vainly for four years against the rising steel-rail tide, are now negotiating for the services of able and experienced German engineers and metal-workers, with a view to immediately establishing steel works, at which they confidently expect, within a year, to produce steel rails equal to the best for \$75 a ton, which is less than the present price of good iron rails! The report quoted above states that some 7,000 tons of domestic steel rails have already been laid, and it is certainly safe to assume that 5,000 tons will be laid this season, making a total in round numbers of at least 12,000 tons (120 miles) of American steel rails in use in the United States at the end of 1869.

The English steel rails laid in this country are made by four great manufacturing companies, each having an agent in this city. Guest & Co., of the Dowlais Works in South Wales, are very celebrated makers of the iron rails, but have not long been engaged in the steel-rail manufacture, and have only been actively in the American market a little more than a year. Eight hundred tons

of their rails are in use on the Erie Railway, and 1,200 tons on the New York Central. The orders for this season include 1,000 tons for the Delaware, Lackawanna and Western, 750 tons for the New York and New Haven, 500 tons for the Hudson River, and small trial lots for the Boston and Providence and other roads, making a total of about 3,000 tons for this year and 5,000 tons in all. The rails for the Delaware, Lackawanna and Western Railway were ordered through an influential director, who visited the Dowlais Works and was so well satisfied with what he saw that the order was given, despite the fact that the managers of this road have hitherto strenuously opposed steel rails in consequence of being peculiarly interested in iron rail-works. The Guest rail weighs about 60 pounds to the yard, and is tested with the utmost severity, by placing it on bearings three feet apart, and then dropping a ton-weight on it from a height of 30 feet. Guest & Co. made the huge 85 pound rail on the London Underground Railway, and said to be the heaviest steel rail ever made. A specimen of it may be seen at the office of their agents, Perkins Livingston, & Post, No. 68 Broadway.

The steel rails of the Barrow Hematite Steel Company have been for sale in this market a little more than two years, during which time fully 15,000 tons have been sold, the sales this year reaching about 10,000 tons. The first Barrow rails laid in this country were put down three years ago on the curved track running out of the Hudson River Railroad depot at Thirtieth-st., and, as yet, they show scarcely a sign of wear. Four thousand tons of Barrow rails are going down this Summer on the New York Central, and about 2,500 on the Hudson River, while others in various quantities are now laying, or have been laid on the Pennsylvania Central, Baltimore and Ohio, Philadelphia, Wilmington and Baltimore, Reading, New York and New Haven, Connecticut River, Boston and Providence, Providence and Worcester, Old Colony and Newport, Norwich and Worcester, New Jersey Transportation, Lehigh Valley, Northern Pennsylvania, Norristown and Germantown, Toledo, Wabash and Western, Chicago and North-Western, Chicago, Rock Island and Pacific, and several other roads. The steel from which the Barrow rails are made is of a peculiarly excellent quality, the works are on the most extensive scale, the appliances are all of the most approved character, and the rails themselves are winning such favor, and are in such demand all over the world, that the orders, despite the great capacity of the works, 1,200 tons per week, or 60,000 tons yearly, can scarcely be filled as fast as they are received. The popularity and success of the steel rail manufacture is indicated by the two facts, that the Duke of Devonshire is Chairman of the Directors of this Company, and that a city of 25,000 inhabitants has sprung up with Chicagoan rapidity, in the past few years, around the Barrow furnaces. The New York agents for the Barrow rail are C. Congreve & Son, Nos. 104 and 106 John-st.

The Cammell steel rail was the first laid in the United States, and about 27,000 tons have been imported for the following roads:

Pennsylvania Central (estimated).....	7,500
Hudson River.....	5,000
New York Central.....	1,000
Erie.....	3,000
New York and New Haven.....	4,500
Boston and Providence.....	1,000
Lehigh and Susquehanna.....	3,000
Other roads (estimated).....	2,000

Total 27,000

The Cammell rails have stood the test most admirably, and the claim of the New York agents, W. Bailey Lang & Co., No. 54 Cliff st., that these rails are "as good as any," has been fully substantiated. The Lehigh and Susquehanna road, from Easton to Mauch Chunk, a distance of 35 miles, was entirely laid at the outset with these rails, and is the only road of the kind in the United States, the steel rails on other lines being used in relaying tracks originally of iron, and no

such track, as yet, having been wholly replaced with steel.

The fourth great English steel rail making establishment is that of John Brown & Co., which has furnished the United States with 51,000 tons of steel rails, or more than the other three works combined. The importations for the last four years are about as follows, in round numbers: 1866, 10,000; 1867, 12,000; 1868, 17,000; 1869, 14,000. About 200 tons of these rails have just been purchased for the Sixth Avenue Railroad in this city, and are now lying in heaps along the upper part of the line, from the Central Park to the company's office at Forty third street. This is undoubtedly the first instance in which steel rails have been adopted on a horse railroad.

All of the English steel rails mentioned above are undeniably of excellent quality, and it cannot be said that any one of them has any marked superiority over the others. The President of the New York and New Haven Railway Company instituted a test last Winter at Bridgeport, in which two iron rails were placed $2\frac{1}{2}$ feet apart on a solid wooden platform. On these bearings a first class iron rail, made at Worcester, was laid and shivered into fine pieces by the 1,550 pound weight of a pile driver falling on it from a height of 20 feet. The same weight was then dropped from a height of 34 feet on each of the steel rails, and neither of them was even cracked. In view of the result of this experiment, the New York and New Haven Company resolved and openly proclaimed that they would hereafter buy the steel rail that could be had for the least money, inasmuch as they were fully convinced that any one of the rails tested would be abundantly strong and durable for all practical purposes.

Steel rails are now in use on nearly all the railways running out of New York, and in some of them to a large extent. There will be 20,000 tons of such rails on the Hudson River road by the end of October, 5,000 tons being laid this season. Two hundred miles, or two-thirds of its entire track, will then be laid with steel, and the remaining third will doubtless be renewed with the same metal inside of two years. On the New York and New Haven road there will be about 6,000 tons of steel rails by the end of the season, nearly half of them being put down this year, and the company have publicly stated their determination to make all renewals of tracks hereafter with steel rails only. On the Harlem road there are 1,500 tons of steel rails. On the New Jersey roads they have been introduced to a considerable extent, and the last report of the New Jersey Railroad and Transportation Company says: "It is probable that steel rails will gradually be laid the entire length of the road, the greater durability of these rails overcoming the objection to their increased cost. It is also noteworthy that a prominent gentleman, officially connected with all the New Jersey Railroads, is now in Europe for the purpose, it is strongly surmised, of thoroughly investigating this whole question of steel rails. On the Erie road there are nearly 9,000 tons of steel rails in use. One thousand tons of John Brown rails were laid three years ago, and are just as good, to all appearances, as when put down. Three thousand tons of the same manufacture, and 3,000 tons of Cammell rails, have been down a little more than a year. There are also 1,000 tons of Troy rails, about 800 tons of Guest rails, and 40 tons of Krupp's cast steel rails, making an exact total of 8,840 tons.

This year the Erie Company is not laying a single solid steel rail. It is putting down, instead, about 2,000 tons per month of iron rails re-rolled at Elmira, and about 1,200 tons per month of steel headed rails made at Trenton, with old iron rails for the base, and a cap of puddled steel welded to this, and forming about one-third of the height of the rail. About 6,000 tons of these have been laid since last November, and very diverse opinions are expressed concerning them. A prominent official connected with the road admitted to an importer of solid steel rails in this city that they were "giving out in all directions." On the other hand an agent of the manufacturers,

after careful inspection, found in the whole lot less than a dozen rails that showed flaws or defects of any consequence. The truth undoubtedly is, judging from the essential nature of the case, and from European experience, that these steel headed rails are better than iron rails, but much inferior to rails of solid steel, and the public must judge for itself whether the Erie Company is to be commended or justified for renewing its track with anything but solid steel rails, when the traffic on that road, as its officers are proud to say, tries the rails as severely as on any road in the world. A quantity of steel headed rails made at Rochester, and ingeniously contrived so that the action of the wheels tends to fasten the cap more firmly to the base, have worn well for two years past on the track of the New York Central; and some enthusiasts have maintained that such rails are even better than those of solid steel, inasmuch as the hard steel cap furnishes the required wearing surface, while the tough iron base affords a surer resistance to the downward pressure of passing trains than brittle steel possibly can. This is a point still in dispute, but the general opinion of practical men is indicated clearly enough by the fact that in Germany, where all kinds of rails have been thoroughly tested, steel rails are guaranteed for twelve years and steel headed rails only for five.

Despite the great stride in advance which we are making this year in the laying of steel rails, we are still behind many European countries in this respect. France, Belgium, Germany, and Holland have already laid them extensively, and even Russia has over 70,000 tons engaged for the present year. Immense quantities are also going to the East Indies, the great Indian Peninsula Railway alone having ordered 32,000 tons within the last two years. This tardiness on the part of the United States is owing largely to the higher rates of money in this country. The price of a ton of steel rails at the mill in England is about £12 in gold, which amounts, with the 45 per cent. duty and the cost of transportation, to £19 in gold, equal at the recent rates to about \$180 in currency; whereas good iron rails may be had for \$85, and poor ones for considerably less. In fact, the failure of many roads to introduce steel is not the worst of it. They will not even use good iron. "It is the hardest thing in the world," as a sagacious dealer lately remarked, "to sell a good rail; but if we had 25,000 tons of miserable bars, as worthless as they are cheap, we could sell them in a week. Plenty of Southern and Western roads are sending on here for wretched 50 and 52 pound iron rails, when their tracks ought to be laid at the very least with 60 pound rails." Such conduct is culpable, but perhaps natural. The projectors of a new railroad aim, of course, at getting the track down and in running order as soon as possible, and not one in a hundred is content to make haste slowly and use the best materials. When the road gets into operation, a dividend must be declared to satisfy the stockholders; and then begins the grand difficulty that lies to day in the way of using steel rails, and is well illustrated by the story of an agent who sold 1,000 tons of Cammell rails to a New England road, and called a year later to learn how they had turned out. "O, admirably," said the President, "and we want another thousand tons, but—listen!" In the next room a stockholder, who had just received his yearly dividend and counted it carefully, was heard to exclaim, in a tone of annoyance, "Only \$200! Why, I had \$250 last year! What's the matter? Is the road running down?" "Oh, no," was the instant response, "but we have been spending a good deal of money for steel rails lately." "Steel rails, eh?" rejoined the stockholder; "I don't know about that. I guess iron rails are good enough; any how, I want my \$250 next time," and the speaker retreated with an ominous frown on his countenance. "There," said the President, "that's the trouble; and although we want the rails at once, that compels us to defer buying them until next year." The conviction is daily gaining ground among railroad men that it is a "penny wise,

pound foolish" policy to continue the use of iron rails, and shrewd managers will not much longer hesitate to cut down dividends, if necessary, for a few years, in order to supply the public with a safe, as well as cheap and speedy, railway transportation.

The great advantage of steel rails lies in their homogeneity. An iron rail, or a steel headed rail, is made of a pile of bars heated and welded together, but a solid steel rail is rolled from a single ingot, and consequently is subject to wear only, whereas the others are exposed to "wear and tear," and the "tear," as any one must know who has ever noticed the battered, laminated, and disintegrated condition of iron rails, on a much used track, is a most serious consideration. So great is this advantage that a single steel rail has been known to outwear no less than 23 iron rails placed successively in the same track, and it is perfectly safe to say that any good solid steel rail will outlast a dozen rails of iron. The argument that steel rails are worthless when once worn out never had much force, and is now entirely upset by the discovery of the Martin process, by which old steel can be re-worked with perfect ease. And the grand objection that steel is brittle, and, therefore, steel rails must break, is now fully overthrown by actual experience. Of course steel rails may be made so brittle as to be worthless, and it is well ascertained that punching holes in them has a most injurious effect; but this process is now discontinued, and it is certain that rails rolled from good Bessemer steel and drilled, instead of punched, are not only far more durable, but are at least as tough as the best iron rails.—*N. Y. Tribune.*

☞ The Cincinnati and Zanesville Railroad, extending from Zanesville to Morrow, 182 miles in length, together with other property and franchises, including the franchise to be and act as a corporation of the Cincinnati and Zanesville R. R. Co. in the State of Ohio, will be exposed for sale at public vendue, in the city of Cincinnati on the 1st of December. The minimum price fixed by the Court is \$1,003,968.

☞ The Monongahela *Republican* says that the Monongahela Valley Railroad project is by no means abandoned. A proposal is now being elaborated before the Directory to be acted upon, sometime in January next, which will guarantee the vigorous prosecution of the work along the whole line next summer.

☞ The sections of the Providence and Boston Railroad where steel rails have been used having proved to be a success, the company has just ordered five hundred tons of German steel rails, similar to those which have been effectively proved to be more serviceable and safer than the ordinary rail.

☞ Messrs. W. J. Budd & Co., are the contractors for the construction of the Little Rock and Fort Smith Railroad. They are of the opinion that the twenty miles can be graded by the 1st of January. About 34 miles are now ready for the cross ties.

☞ Upon the recommendation of the Secretary of the Interior the President has accepted a section of sixty-three miles of the Western Pacific Railroad, and ordered the bonds due on account of the construction thereof to be issued to the company.

☞ Hugh Riddle, Esq., has been appointed General Superintendent of the Chicago, Rock Island and Pacific Railroad, Vice John F. Tracy, Esq., resigned.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '69	Hartford and New Haven...100	3,300,000	J. & J. & O.	Oct. '69	Fort, Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '69
American Central...100	800,000	J. & J.	Jul. '69	Hannibal and St. Joseph...100	1,900,000	F. & A.	Aug. '69	Providence & Worcester...100	1,800,000	J. & J.	Jul. '69
Atlantic and West Point...100	1,232,200	J. & J.	Jul. '69	Do. do. pref. 100	5,258,830	M. & N.	May '69	Railroad and Gaston...100	2,100,000	A. & O.	Oct. '69
Atlantic & N. Carolina...100	5,545,225	J. & J.	Jul. '69	Hanover Branch, Pa...50	116,850	M. & N.	May '69	Rensselaer and Saratoga...100	2,100,000	A. & O.	Oct. '69
Atlantic & Gt. Western...50	25,879,923	J. & J.	Jul. '69	Housatonic...100	820,000	J. & J.	Jul. '69	Richmond and Danville...100	2,000,000	J. & J.	Jul. '69
Do. pref. 60	1,919,000	J. & J.	Jul. '69	Hudson River...100	1,180,000	A. & O.	Oct. '69	Richmond and Petersburg...100	847,100	J. & J.	Jul. '69
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '69	Huntingdon & B'd Top...50	494,330	F. & A.	Aug. '69	Rich. Fred. and Potomac...100	1,041,800	J. & J.	Jul. '69
Augusta and Savannah...100	733,700	A. & O.	Oct. '69	Illinois Central...100	23,415,780	F. & A.	Aug. '69	Rockport...100	88,400	J. & J.	Jul. '69
Baltimore and Ohio...100	16,157,962	A. & O.	Oct. '69	Indianapolis, Cin. & Lafay...50	6,185,897	M. & S.	Sep. '69	Rome, Watert. and Ogden...100	2,400,000	J. & J.	Jul. '69
Do. Washington Br...100	2,680,000	A. & O.	Oct. '69	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '69	Rutland preferred...100	2,040,000	F. & A.	Feb. '69
Baltimore City Passenger...100	670,000	F. & A.	Aug. '69	Joliet and Chicago...100	1,500,000	J. & J.	Oct. '69	St. L. Alf. and T. Haute...100	2,300,000	J. & J.	Jul. '69
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apr. '69	Joliet & North. Indiana...100	300,000	J. & J.	Jul. '69	St. L., Jack'nv. and Chic'o...100	1,469,429	Annual	June '69
Belleville Delaware...100	996,280	J. & J.	Oct. '69	Lake Shore & Mich. So...100	35,000,000	F. & A.	Aug. '69	Sandusky and Cincinnati...100	2,089,000	M. & N.	May '69
Berkshire...100	600,000	J. & J.	Oct. '69	Do. guar. 100	633,500	F. & A.	Aug. '69	Sand. Manuf. and Newark...100	901,841	J. & J.	Jul. '69
Blossburg & Corning...50	250,000	J. & J.	Jul. '69	Lackawanna & Bloomb'g...50	1,325,000	J. & J.	Jul. '69	Savannah and Charleston...100	1,000,000	J. & J.	Jul. '69
Boston and Albany...100	13,725,100	J. & J.	Jul. '69	Leeds and Farmington...50	2,158,555	J. & J.	Jan. '69	Schuylkill and Susqueh'a...50	1,289,150	J. & J.	Jan. '69
Boston and Chelsea...100	110,000	A. & O.	Oct. '69	Lehigh and Mahanoy...50	2,158,555	M. & N.	Jan. '69	Second and Third St. (Ph.)...50	203,757	J. & J.	Jan. '69
Boston, Concord & Mont...100	459,800	M. & N.	Nov. '69	Lehigh and Susquehanna...50	6,739,800	M. & N.	May '69	Schuylkill Valley...50	578,050	J. & J.	Jul. '69
Do. pref. 100	1,340,400	J. & J.	Jun. '69	Lehigh Valley...50	10,781,400	J. & J.	Oct. '69	Seaboard and Roanoke...100	888,200	A. & O.	Oct. '69
Boston and Lowell...500	1,891,500	J. & J.	Jul. '69	Lehigh Luzerne...50	3,430,550	J. & J.	Jan. '69	Second Avenue (N. Y.)...100	670,000	F. & A.	Feb. '69
Boston and Maine...100	4,076,974	J. & J.	Jul. '69	Lexington & Frankfort...100	514,946	J. & J.	Jan. '69	Shamokin V. and Pottav...50	869,450	F. & A.	Feb. '69
Boston and Providence...100	3,380,000	J. & J.	Jul. '69	Little Miami...100	3,572,400	J. & J.	Jun. '69	Shore Line...100	636,200	J. & J.	Jan. '69
Broadway (South Boston) 50	400,000	J. & J.	Jun. '69	L. M. & C. and X. (Joint)...100	2,034,397	J. & J.	Jun. '69	Sixth Avenue (N. Y.)...100	750,000	M. & N.	Nov. '69
Broadway & 7th Av. (N. Y.) 100	2,100,000	F. & A.	Aug. '69	Little Schuylkill...100	2,044,100	J. & J.	Jun. '69	Somerville...100	75,000	M. & N.	Nov. '69
Brooklyn City & New'n...100	399,800	M. & N.	Nov. '69	Lomb. and South St. (Ph.) 25	90,000	F. & A.	Aug. '69	South Carolina...100	5,819,275	J. & J.	Jul. '69
Brooklyn City & Pitts...100	1,100,000	M. & N.	Nov. '69	Long Island...50	8,000,000	F. & A.	Aug. '69	South Shore...100	259,685	F. & A.	Jul. '69
Buffalo, Bradford & Pitts...100	960,000	M. & N.	Nov. '69	Long Branch & Sea Shore...100	95,194	J. & J.	Nov. '69	South Western, Georgia...100	9,939,900	F. & A.	Aug. '69
Buff. New York & Erie...100	960,000	M. & N.	Nov. '69	Louis, Cin. and Lex pr...100	211,122	J. & J.	Jan. '69	Staten I. land...100	680,000	J. & J.	Jul. '69
Buffalo and Erie...100	5,000,000	A. & O.	Oct. '69	Louisville and Frankfort...50	1,109,594	F. & A.	Jan. '69	Stony Brook...100	287,800	M. & N.	May '69
Cambridge Horse (Boston) 100	737,800	F. & A.	Aug. '69	Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69	Stoutsville and Indiana...100	1,983,141	J. & J.	Jul. '69
Camden and Amboy...100	5,003,000	J. & J.	Jul. '69	Louis, N. Alb. & Chicago...100	2,800,000	A. & O.	Oct. '69	Stockbridge & Pittsfield...100	448,700	F. & A.	Aug. '69
Camden and Atlantic, pref. 50	600,000	J. & J.	Jul. '69	Lowell and Lawrence...100	200,000	J. & J.	Jun. '69	Summit Branch...100	250,000	J. & J.	Jul. '69
Camden & Burlington Co...100	381,000	J. & J.	Jul. '69	Macon and Western...100	2,000,000	J. & J.	June '69	Syr., Bingham, and N. Y...100	1,314,130	J. & J.	Jul. '69
Cape Cod...100	721,926	J. & J.	Jul. '69	Mahanoy & B'd Mount'n 50	1,076,915	M. & N.	Nov. '69	Taunton Branch...100	250,000	J. & J.	Jul. '69
Cape May and Millville 50	447,000	J. & J.	Jul. '69	Maine Central...100	1,611,500	M. & N.	Nov. '69	Tennessee and Alabama...100	596,922	J. & J.	Jul. '69
Catawissa...100	1,150,000	M. & N.	Nov. '69	Manchester & Lawrence...100	1,000,000	M. & N.	Nov. '69	Terre Haute and Indiana...50	1,888,150	J. & J.	Jul. '69
Catawissa, pref. 100	2,200,000	J. & J.	Jul. '69	Marletta & Cincinnati...100	3,029,778	M. & S.	Sep. '69	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Jul. '69
Cayuga & Susquehanna...50	689,110	M. & N.	Nov. '69	Do. 1st pref. 50	8,139,719	M. & S.	Sep. '69	Thirteenth and Fif. (Ph.) 50	1,700,000	J. & J.	Jul. '69
Cedar Rapids & Mo. pref. 100	755,000	J. & J.	Jul. '69	Do. 2d pref. 50	4,460,388	M. & S.	Sep. '69	Tol., Peoria and Warsaw...100	2,700,000	J. & J.	Jul. '69
Central of Georgia...100	4,668,800	J. & J.	Jul. '69	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '69	Do. (E. D.) pref. 100	1,700,000	J. & J.	Jul. '69
Central of New Jersey...100	15,000,000	J. & J.	Jul. '69	Memphis and Ohio...100	570,000	J. & J.	Jul. '69	Do. (W. D.) pref. 100	1,300,000	M. & N.	May '69
Central Ohio...100	2,000,000	J. & J.	Jul. '69	Metropolitan (Boston)...100	1,250,000	J. & J.	Jul. '69	Tol., Wabash and West...100	5,700,000	M. & N.	May '69
Do. pref. 100	400,000	J. & J.	Jul. '69	Middlesex (Boston)...100	1,119,348	A. & O.	Oct. '69	Troy and Boston...100	607,111	J. & J.	Jul. '69
Cen. Park, N. & E. River...100	970,000	J. & J.	Jul. '69	Mill Creek and Minehill...50	323,376	J. & J.	Jul. '69	Troy and Greenbush...100	274,400	J. & J.	Jul. '69
Chemung...100	380,000	J. & J.	Jul. '69	Millville and Glassboro...100	405,020	F. & A.	Aug. '69	Union Transport'n (Boa.) 100	200,000	J. & J.	Jul. '69
Cheshire, preferred...100	2,017,825	J. & J.	Jul. '69	Milw. & Prairie du Chien...100	1st pref. 100	J. & J.	Jul. '69	Union (Phila.)...50	291,475	J. & J.	Jul. '69
Chicago and Alton...100	5,141,800	M. & S.	Sep. '69	Do. 1st pref. 100	7,151,069	J. & J.	Jul. '69	Utica and Black River...100	834,400	J. & J.	Jul. '69
Chicago, Burl. & Quincy...50	13,325,025	M. & S.	Sep. '69	Do. pref. 100	8,158,272	J. & J.	Jul. '69	Vermont and Canada...100	2,600,000	J. & J.	Jul. '69
Chicago, Iowa & Nebras...100	2,000,000	J. & J.	Jul. '69	M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69	Vermont Central...100	5,000,000	J. & J.	Jul. '69
Chicago and Milwaukee...100	2,237,000	J. & J.	Jul. '69	Mobile and Ohio...100	3,762,400	J. & J.	Jul. '69	Vermont and Massachusetts 100	2,800,000	J. & J.	Jul. '69
Chicago & N. Western...100	14,590,162	J. & J.	Jul. '69	Montgomery & W. Point...100	1,644,104	J. & J.	Dec. '69	Vicksburg and Meridian...100	357,408	J. & J.	Jul. '69
Do. pref. 100	13,159,097	J. & J.	Jul. '69	Morris and Essex...50	3,618,350	J. & J.	Jul. '69	Virginia Central...100	3,353,679	J. & J.	Jul. '69
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Oct. '69	Mr. Carbon & Pt. Carbon...50	282,350	J. & J.	Jul. '69	Virginia and Tennessee...100	3,506,300	J. & J.	Jul. '69
Cin. Ham. & Dayton...100	5,500,000	J. & J.	Jul. '69	Nashua and Lowell...100	720,000	M. & N.	Nov. '69	Western Union...100	2,077,693	J. & J.	Jul. '69
Cincinnati City Passenger...100	100,000	J. & J.	Jul. '69	Nashville & Chattanooga...100	2,056,544	F. & A.	Feb. '69	West Jersey...50	804,150	F. & A.	Aug. '69
Do. Street...100	192,750	J. & J.	Jul. '69	Naugatuck...100	1,436,600	F. & A.	Feb. '69	West Philadelphia...50	249,100	J. & J.	Jul. '69
Citizens' Passenger (Phil.) 50	10,450,000	F. & A.	Aug. '69	New Bedford & Taunton...100	500,000	J. & J.	Jul. '69	Wilm. and Weldon...100	1,463,778	J. & J.	Jul. '69
Clev. Col. Cin. & Ind...100	2,058,400	M. & N.	Nov. '69	New Haven & N. London...100	788,538	J. & J.	Jul. '69	Winchester and Potomac...100	1,547,650	J. & J.	Jul. '69
Cleveland & Mahoning...50	6,958,775	J. & J.	Jul. '69	N. Haven & Northampton...100	1,344,000	J. & J.	Jan. '69	Warren...100	1,547,650	J. & J.	Jul. '69
Cleveland and Pittsburg...50	6,000,000	F. & A.	Aug. '69	New Jersey...100	6,250,000	F. & A.	Aug. '69	Worcester and Nashua...75	1,522,500	J. & J.	Jul. '69
Cleveland and Toledo...50	6,000,000	F. & A.	Aug. '69	New London Northern...100	895,000	M. & S.	Sep. '69				
Col. Chi. & Indiana Cen...100	11,430,000	J. & J.	Jul. '69	New York Central...100	28,795,000	F. & A.	Aug. '69				
Columbus and Xenia...50	1,736,200	J. & J.	Jul. '69	Do. Int. certificate...100	22,829,600	F. & A.	Aug. '69				
Concord...100	500,000	M. & N.	Nov. '69	New York & Harlem...100	5,500,000	J. & J.	Jul. '69				
Concord & Ports., guar. 100	350,000	J. & J.	Jul. '69	Do. pref. 50	1,500,000	J. & J.	Jul. '69				
Conroy Island & Brooklyn 100	600,000	J. & J.	Jul. '69	New York & New Haven...100	9,000,000	J. & J.	Jul. '69				
Conn. & Passum., Rivers...100	139,000	J. & J.	Jul. '69	N. Y. Prov. & Boston...100	2,000,000	J. & J.	Jul. '69				
Do. do. pref. 100	1,822,100	J. & J.	Jul. '69	Niag. Bridge & Cananda...100	1,000,000	J. & J.	Jul. '69				
Connecticut River...100	1,700,000	J. & J.	Jul. '69	Ninth Avenue...100	797,400	J. & J.	Jul. '69				
Cumberland Valley...100	1,316,900	A. & O.	Oct. '69	North Carolina...100	4,000,000	F. & A.	Aug. '69				
Danbury and Neww...100	400,000	J. & J.	Jul. '69	Northern Central...100	4,798,900	F. & A.	Aug. '69				
Dayton and Michigan...100	2,350,648	J. & J.	Jul. '69	North Eastern (S. C.) pref. 100	155,000	J. & J.	May '69				
Delaware...50	594,250	J. & J.	Jul. '69	Northern of N. Hampsh...100	3,068,400	J. & J.	June '69				
Del. Lackaw. & Western...50	13,386,020	J. & J.	Jul. '69	North Pennsylvania...100	3,150,150	J. & J.	Jan. '69				
Des Moines Valley...100	1,820,200	J. & J.	Jul. '69	Norwich & Worcester...100	2,363,600	J. & J.	Jul. '69				
Detroit & Milwaukee...100	1,047,350	J. & J.	Jul. '69	Ogdens & L. Champ'n...100	3,040,900	J. & J.	Jul. '69				
Do. pref. 100	1,500,000	F. & A.	Nov. '69	Do. pref. 100	1,994,900	A. & O.	Oct. '69				
D. Dock, E. B'dw. & Bat...100	1,200,000	F. & A.	Nov. '69	Ohio and Mississippi...100	20,000,000	J. & J.	Jun. '69				
Dubuque and Sioux City...100	1,673,641	Annual	July '69	Do. pref. 100	3,500,000	J. & J.	Jun. '69				
Do. do. pref. 100	1,987,351	J. & J.	July '69	Oil Creek & Allegheny R...50	4,259,000	J. & J.	Oct. '69				
East Mahanoy...100	392,550	J. & J.	Jul. '69	Old Colony & Newport...100	4,848,320	J. & J.	Jul. '69				
Eastern (Mass.)...100	3,883,300	J. & J.	Jul. '69	Orange and Newark...100	281,550	F. & A.	Aug. '69				
Eastern (N. H.)...100	492,500	J. & J.	Jul. '69	Oswego and Syracuse...50	482,400	F. & A.	Aug. '69				
East Pennsylvania...100	654,600	J. & J.	Jul. '69	Pacific of Missouri...100	2,614,516	J. & J.	Oct. '69				
East Tenn. and Georgia...100	1,290,067	J. & J.	Jul. '69	Panama...100	7,000,000	J. & J.	Oct. '69				
East Tenn. and Virginia...100	1,902,000	J. & J.	Jul. '69	Peterson and Ramapo...100	248,500	J. & J.	July '69				
Elgin Avenue (N. Y.)...100	1,000,000	F. & A.	Aug. '69	Peterson and Hudson River 100	630,000	J. & J.	July '69				

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1887.....	38,160	51,831	60,029	81,150	95,828	121,702	174,812	181,297	200,550	212,109	128,106	75,871	1,421,525
1888.....	64,463	86,937	81,393	96,451	106,835	164,729	259,590	251,832	262,770	296,422	296,562	342,743	2,500,767
1889.....	212,004	188,982	301,308	486,048	568,270	556,080	570,000	611,854	597,500	.....	.....	.....	.....
Chicago and Alton:													
1883.....	109,850	101,355	104,372	122,064	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,708
1884.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1885.....	280,503	275,283	299,063	258,480	322,278	355,270	335,955	409,251	401,280	357,956	307,919	236,824	3,840,092
1886.....	226,153	222,241	290,111	269,249	329,551	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,095,153
1887.....	243,787	167,832	235,961	282,165	335,510	342,358	354,244	416,982	408,999	426,752	359,102	330,169	3,892,361
1888.....	276,117	275,140	267,004	279,121	303,342	384,504	404,012	558,101	486,196	508,746	409,569	361,701	4,508,648
1889.....	339,762	304,828	393,648	331,149	345,556	391,685	553,736	501,967	501,250	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1883.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1884.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,005,470
1885.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1886.....	241,395	183,385	257,230	209,099	277,506	306,983	238,926	317,977	400,941	428,474	345,028	290,268	3,466,922
1887.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,014
1888.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1889.....	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1883.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,005	729,759	716,378	563,400	6,114,566
1884.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	764,671	647,842	7,976,490
1885.....	523,566	399,917	523,745	537,519	588,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1886.....	696,147	574,664	765,398	774,279	895,712	893,658	898,214	1,063,236	1,448,942	1,541,057	1,211,530	874,900	11,632,737
1887.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,963	1,076,674	1,251,940	1,507,479	1,570,979	1,107,084	1,001,987	13,384,471
1889.....	830,262	830,286	1,142,106	1,112,190	1,268,444	1,268,284	1,167,156	1,032,614	1,321,139	1,414,281	.....	.....	.....
Erie:													
1886.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1887.....	906,759	917,639	1,139,528	1,217,148	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1888.....	1,031,820	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1883.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	350,463	3,445,827
1884.....	299,944	271,085	275,643	280,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1885.....	327,900	416,588	459,702	422,797	406,373	510,100	423,578	640,179	799,286	661,391	657,141	603,402	6,329,447
1886.....	517,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1887.....	603,053	505,266	505,465	411,605	569,250	597,679	480,626	578,253	571,848	661,971	588,219	504,066	6,546,741
1888.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1889.....	587,443	536,165	444,443	618,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,167,922
1889.....	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	.....	.....	.....	.....
Marietta and Cincinnati:													
1886.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1887.....	94,136	78,976	92,910	92,768	96,535	106,594	114,716	121,217	142,823	132,387	123,383	123,383	1,278,713
1888.....	92,433	81,599	98,492	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1889.....	98,517	91,666	103,558	109,526	111,033	118,648	114,490	129,388	140,473	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1883.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,300	348,048	3,302,543
1884.....	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1885.....	363,996	366,161	413,974	365,180	387,095	301,613	418,575	496,808	524,760	496,072	351,799	352,727	4,650,828
1886.....	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,828
1887.....	305,857	311,088	395,372	409,248	397,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,595
1888.....	382,021	338,335	378,735	452,429	399,300	365,117	305,502	437,000	521,326	543,886	436,309	437,503	4,981,113
1889.....	385,901	357,409	453,451	473,544	445,792	408,139	327,045	338,777	1,239,725	.....	.....	.....	.....
Michigan Central:													
1883.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1884.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,458	339,794	306,186	3,168,065
1885.....	252,435	278,848	348,802	338,276	271,553	265,780	265,244	346,781	408,445	410,802	409,610	376,470	3,970,946
1886.....	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413,501	476,661	490,094	447,670	328,870	4,520,550
1887.....	282,439	265,796	337,158	343,737	365,196	335,083	324,968	369,646	429,161	493,640	414,604	308,660	4,260,115
1888.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1889.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,820	390,671	4,596,251
1889.....	384,120	320,636	396,527	411,514	403,646	366,623	329,950	353,569	473,546	.....	.....	.....	.....
Milwaukee and St. Paul:													
1887.....	319,763	240,755	261,143	316,266	401,900	369,355	365,412	350,565	751,738	1,101,771	775,616	488,323	5,683,008
1888.....	330,228	321,203	338,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	559,917	468,880	6,517,046
1889.....	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	.....	.....	.....	.....
New York Central:													
1883.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,102,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1884.....	1,086,860	1,135,745	1,170,451	1,190,491	1,084,533	1,135,461	1,285,911	1,480,929	1,630,518	1,630,518	1,211,108	955,857	14,143,216
1887.....	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1884.....	210,329	260,466	309,261	260,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1885.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	360,348	372,618	412,553	284,519	3,793,005
1886.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1887.....	242,793	219,065	279,647	284,729	282,939	240,135	284,633	322,521	365,371	379,367	336,066	272,063	3,456,319
1888.....	211,973	251,351	265,905	262,149	217,082	194,455	287,557	307,122	283,329	274,637	233,861	229,041	2,964,041
1889.....	180,366	216,980	221,459	214,409	218,639	223,236	192,364	275,220	292,803	.....	.....	.....	.....
Philadelphia and Reading:													
1883.....	192,218	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,587
1884.....	335,685	361,834	396,771	429,929	505,517	464,809	451,894	574,486	714,302	815,902	746,955	5	

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	
National Securities Nov. 1, 1869.												
Loan of June 14, 1858.....registered coupon	\$20,000,000	5	Jan. & July.	1874	118 1/2	Massachusetts—Western R. R. Loan, sterling	3,578,096	5	April & Oct.	'69-'88	115	
Loan of June 22, 1860.....registered coupon	7,022,000	5	"	1874	114 1/2	—Troy and Greenfield Loan, stg.	3,506,580	5	"	'88-'90	"	
Loans of Feb. 3, July 1, Aug. 3, '61 registered and March 3, 1863.....coupon	282,732,000	6	"	1871	124	—Eastern R. R. Loan.....	1,166,500	5	"	'90-'94	10 1/2	
Oregon War Bonds of March 2, 1861.....	945,000	6	"	1881	117 1/2	—Nor. & Wore. R. R. Loan.....	200,000	5	Jan. & July.	'69-'71	"	
Loan of Feb. 25, 1862 (5-20s).....registered coupon	514,771,600	6	July.	1881	117	—B., H. & Erie R. R. Loan, stg.	400,000	6	"	1877	"	
Loan of March 3, 1864 (5-20s).....registered coupon	3,882,500	6	May & Nov.	1882	112 1/2	—State Scrip (var.).....	290,400	5	Various.	1870	"	
Loan of June 30, 1864 (5-20s).....registered coupon	125,561,300	6	"	1882	112	—	171,000	5	April & Oct.	1872	"	
Loan of March 3, 1865 (5-20s).....registered coupon	203,327,250	6	"	1884	112	—	125,000	5	Various.	1873	"	
2d series (5-20s).....registered coupon	332,908,950	6	Jan. & July.	1886	114 1/2	—	244,000	5	June & Dec.	'70-'72	"	
3d series (5-20s).....registered coupon	379,588,950	6	"	1886	115	—	162,000	6	"	1877	"	
4th series (5-20s).....registered coupon	42,539,350	6	"	1887	115	—	50,000	6	Jan. & July.	1871	"	
Loan of March 3, 1864, (10-40s).....registered coupon	104,567,300	5	Mar. & Sept.	1904	107 1/2	—	650,000	6	"	'72-'73	12 1/2	
Union Pacific R. R. Bonds.....(currency)	62,188,320	6	Jan. & July.	'93-'99	107 1/2	—	720,000	6	"	'74-'75	12 1/2	
Certificates of Mar. 2, 1867, and July 2, 1868.....	47,640,000	3	"	Dem.	"	—	1,430,000	6	"	1870	"	
Navy Pension Fund of July 23, 1868.....	14,000,000	3	"	Dem.	"	—	600,000	5	"	'77-'78	"	
Loans of 1842, 1847 and 1848.....	78,550	6	"	Due.	"	—	220,000	5	May & Nov.	1880	"	
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	"	Due.	"	—	200,000	5	Jan. & July.	1883	106 1/2	
Treasury Notes prior to 1857.....	103,615	6	"	Due.	"	—	4,000,744	5	May & Nov.	1894	105	
Treasury Notes of 1857, '61 and '63.....	306,502	var	"	Due.	"	—	4,379,500	5	"	1894	105	
Treasury Notes (7-30s).....	888,400	7.3	"	Due.	"	—	888,000	5	Jan. & July.	1883	106 1/2	
Certificates of Indebtedness.....	12,000	6	"	Due.	"	—	3,505,000	6	Mar. & Sept.	1886	106 1/2	
Compound Interest Notes of 1863 and 1864.....	2,576,210	6	"	Due.	"	—	919,324	6	Var.	3 yrs.	"	
Temporary Loan of June 30, 1864.....	182,410	var	"	Due.	"	Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	"	
U. S. Notes (greenbacks).....	356,113,258	nil.	"	Dem.	"	—Renewal Loan.....	200,000	6	"	'85-'87	97 1/2	
Fractional Currency.....	37,935,442	"	"	"	"	—Two Million Loan.....	1,728,000	6	"	'73-'83	93	
						—War Loan.....	896,000	7	"	1886	"	
						—Bounty Loan.....	463,000	7	May & Nov.	1880	101	
						Minnesota—Railroad Loan.....	2,275,000	7	Jan. & July.	1883	106 1/2	
						Mississippi—State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	"	
						Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	"	
						—Consols. (interest).....	2,830,000	6	"	1887	"	
						—Railroad Loans.....	13,734,000	6	"	'82-'90	87 1/2	
						—S. W. Pacific, guar.....	1,589,000	7	"	'81-'87	"	
						—Han. and St. Jo. R. R. Loan.....	3,000,000	6	"	'81-'85	87 1/2	
						Nebraska—(No Account).....	"	"	"	"	"	
						Nevada—(No Account).....	"	"	"	"	"	
						New Hampshire—War Loan of July 1, 1861.....	1,089,800	6	Jan. & July.	'69-'78	97 1/2	
						—of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	99 1/2	
						—of Oct. 1, 1865.....	1,267,000	6	April & Oct.	'69-'74	90 1/2	
						—of July 1, 1866.....	500,000	8	Jan. & July.	1869	"	
						New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103 1/2	
						—of 1863 (free).....	1,002,900	6	"	'86-'96	"	
						—of 1864.....	593,409	6	"	'97-'02	"	
						New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	"	
						—	800,000	6	"	1878	"	
						—	1,189,781	6	"	pleas.	"	
						—	900,009	5	"	1875	"	
						—Canal Stocks.....	348,107	6	"	pleas.	"	
						—	2,607,300	6	J. A. J. & O.	1872	102 1/2	
						—	5,726,800	6	"	1873	101	
						—	2,250,000	6	"	1874	103	
						—	500,000	6	"	1875	100	
						—	900,000	6	"	1877	"	
						—	2,035,800	5	"	1874	"	
						—Bounty Stock.....	3,757,000	7	Jan. & July.	1877	108	
						—Bonds.....	22,186,000	7	"	1877	107 1/2	
						North Carolina—State Bonds (old).....	8,511,000	6	J. & J. O. A. & O.	'69-'91	47 1/2	
						—(new).....	3,059,045	6	"	'92-'98	39 1/2	
						—(Chatham R. R.).....	3,200,000	6	Jan. & July.	1900	"	
						—(funding).....	2,439,900	6	Jan. & July.	1898	"	
						Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100	
						—	1,600,000	6	"	1875	100	
						—	4,095,309	6	"	1881	102	
						—	2,400,000	6	"	1886	103 1/2	
						—Union Loan (Columbus).....	400,000	6	May & Nov.	1871	"	
						Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	"	
						—Relief Bonds.....	82,142	7	"	1874	"	
						Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	"	
						—	1,642,128	5	Jan. & July.	1870	100	
						—	4,724,000	5	Various.	'72-'82	92 1/2	
						—	112,000	4 1/2	Jan. & July.	1882	"	
						—Inclined Plane Loan.....	400,000	6	April & Oct.	1879	"	
						—Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103 1/2	
						—	7,909,600	6	"	1877	116	
						—	9,273,050	6	"	1882	109	
						—	910,200	5	"	'72-'87	"	
						—Military Loan.....	2,820,750	6	"	1871	100 1/2	
						Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99 1/2	
						—of 1862.....	1,157,000	6	Mar. & Sept.	1882	99 1/2	
						—of 1863.....	214,000	6	April & Oct.	1883	99 1/2	
						—of 1863.....	776,000	6	Jan. & July.	1893	99 1/2	
						—of 1864.....	881,000	6	Feb. & Aug.	1894	"	
						South Carolina—Fire Loan, 1838.....	314,454	6	J. A. J. & O.	1870	"	
						—(stg.).....	484,445	5	Jan. & July.	'71-'90	"	
						—State House Loans.....	2,386,000	6	"	'75-'79	"	
						—Blue Ridge R. R.....	1,000,000	6	"	'70-'90	68	
						—Funding Bonds.....	1,282,971	5	April & Oct.	Var.	"	
						Tennessee—State Bonds.....	1,398,640	5 1/2	"	"	"	
						—	289,160	6	"	"	"	
						—	1,706,000	6	"	"	"	
						—Railroad Loans.....	25,903,000	6	Jan. & July.	long.	60	
						—Railroad Endorsements.....	2,172,000	6	"	Var.	"	
						—Funding Bonds.....	4,677,950	6	"	"	61	
						Texas—No legal debt.....	"	"	"	"	"	
						Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99	
						—Certificates.....	201,000	6	"	'71-'78	"	
						Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	45 1/2	
						—Bonds.....	10,963,000	6	"	"	"	
						—stg.....	2,331,500	5	"	"	"	
						—Funding Stock.....	2,880,801	6	"	"	1870	63
						—Bonds.....	3,446,000	6	"	"	'80-'90	"
						—Guaranteed Bonds.....	1,736,380	6	"	Var.	"	"
						West Virginia—No Debt.....	"	"	"	"	"	
						Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	"	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.				Due.	Price.
			When.	Where.	When.	Where.											
Adirondack:									Catawissa:								
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....			1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97		
Albany and Susquehanna:									Cedar Falls and Minnesota:								
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....			1st Mort. (C. F. to Waver. 14 m.)..	294,000	7	April & Oct.	New York.	1885	....	
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....			1st Mort. (W. to Minn. L. 67 m.)..	1,407,000	7	Jan. & July.	"	1887	....	
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	"	1885	80			Cedar Rapids and Missouri River:								
Allegheny Valley:									1st Mortgage.....	3,586	7	Jan. & July.	New York.	1910	87		
1st Mortgage.....	4,000,000	7.5	April & Oct.	Pittsburg.	1896	....			Central Branch Union Pacific:								
2d Mortgage (floating funded).....	7,000,000	6	"	"	18—	....			1st Mort. (Atchison & Pike's P.)..	1,600,000	6	May & Nov.	New York.	'95-'96	....	
Androscoogin:									2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	"	'96-'96	....	
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....			Central of Georgia:								
Atlantic and Great Western:									1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98		
1st Mortgage (New York).....	7	7	April & Oct.	London.	1879	....			Central of New Jersey:								
1st Mortgage (Pennsylvania).....	7	7	"	"	1877	....			1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	97		
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	....			2d Mortgage.....	600,000	7	May & Nov.	"	1875	99		
1st Mortgage (Franklin Branch).....	7	7	June & Dec.	London.	1882	....			New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	97		
1st Mortgage (Buffalo Extension).....	7	7	April & Oct.	"	1884	....			Central Ohio:								
1st Mortgage (Silver Creek Br.).....	7	7	March & Sept.	"	1884	....			1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	78		
2d Mortgage (New York).....	3,000,000	7	April & Oct.	New York.	1881	....			Central Pacific of California:								
2d Mortgage (Pennsylvania).....	3,000,000	7	"	London.	1882	....			1st Mortgage (on 725 m.) free.....	24,371,000	6	Jan. & July.	New York.	1895	91		
2d Mortgage (Ohio).....	20,000,000	7	Jan. & July.	"	1883	....			2d Mortgage (paid by Cal.).....	1,500,000	7	"	"	1885	111		
1st Consolidated Mortgage.....	20,000,000	7	April & Oct.	"	1895	....			Convertible bonds.....	1,500,000	7	"	"	1888	108		
2d Consolidated Mortgage.....	7,000,000	5	"	"	18—	....			National Loan.....	24,371,000	6	"	"	1895	....	
Income Mortgage.....	8,701,806	7	"	"	18—	....			Charleston and Savannah:								
Atlantic and Gulf:									1st Mortgage (guar. by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40		
1st Mortgage Consolidated.....	2,000,000	7	— & —	New York.	1898	....			Charlotte and South Carolina:								
Atlantic and St. Lawrence:									1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	62		
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'93-'70	....			Cheraw and Darlington:								
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....			1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....	
2d Mortgage, sterling.....	885,500	6	"	London.	1866	....			Cheapeake and Ohio (Va. Cent.):								
Sterling Loan.....	484,000	6	May & Nov.	"	1878	....			1st Mortgage for \$10,000,000.....	8	Jan. & July.	New York.	1898	....		
Baltimore and Ohio:									Cheshire:								
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....			Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	80		
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	93			Chester Valley:								
Loan of 1850.....	579,500	6	"	"	1880	93			1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61		
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	92			Chicago and Alton:								
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....			1st Mortgage, pref. sinking fund.....	402,000	7	May & Nov.	New York.	1877	98		
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1885	....			2d Mortgage.....	2,400,000	7	Jan. & July.	"	1893	101		
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1873	....			Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	88		
Bay de Noquet and Marquette:									Chicago, Burlington and Quincy:								
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....			Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	107		
Belleville:									Trust Mortgage, convertible.....	150,000	8	"	"	1883	....	
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	....			2d Mortgage.....	941,000	4	July.	Frankfort.	1890	....	
2d Mortgage.....	16,000	7	"	"	1870	....			Company bonds.....	680,000	7	March & Sept.	New York.	1890	....	
Belleville and Snow Sho:									Chicago, Cincinnati and Louisv.:								
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....			1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....	
Belvidere Delaware:									Chicago and Great Eastern:								
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	87			Construction.....	400,000	7	April & Oct.	New York.	1896	....	
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	80			Income.....	300,000	7	"	"	1896	....	
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	78			Chicago, Danville and Vincennes:								
Blue Ridge, S. Car.:									1st Mortgage S. F.....	2,500,000	7	April & Oct.	New York.	1909	95		
1st Mortgage of \$2,500,000.....	7	7	Jan. & July.	Charleston.	1898	....			Chicago, Iowa and Nebraska:								
Boston and Albany:									1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....	
Sterling Loan.....	2,051,520	6	April & Oct.	London.	'90-'71	....			Chicago and Milwaukee (45 m.):								
Dollar Loan.....	798,000	6	Jan. & July.	Boston.	1875	....			1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	....	
Boston, Clinton and Fitchburg:									Chicago and Northwestern:								
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....			Pref. sinking fund b'ds (193 m.)..	1,249,500	7	Feb. & Aug.	New York.	1885	94		
Boston, Concord and Montreal:									Funded Coupons.....	755,000	7	May & Nov.	"	1883	90		
1st Mort. (Conc. to War. 71 m.)..	204,000	7	Feb. & Aug.	New York.	1865	94			General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1886	99		
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	90			1st Mortgage, Appleton Ext.....	184,000	7	"	"	1886	84		
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....			1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	88			Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....	
Boston, Hartford and Erie:									Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	....	
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80			Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....	
1st Mortgage (new) for \$20,000,000	7	7	Jan. & July.	"	1899	00			Consolidated sinking fund bonds	3,298,000	7	F. M. A. & N.	"	1915	01		
Boston and Lowell:									Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....	
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....			1st Mort. (Gal. & Chic. U. R. R.)..	1,919,000	7	Feb. & Aug.	"	1882	....	
Scrip certificates.....	386,000	3	April & Oct.	"	1873	96			2d Mort. (Gal. & Chic. U. R. R.)..	1,029,000	7	May & Nov.	"	1875	90		
Wharf purchase bonds.....	200,000	6	"	"	1879	96			1st Mortgage (Peninsula R.R.)..	1,010,000	7	March & Sept.	"	1893	95		
Buffalo, Bradford and Pittsburg:									1st Mort. (Chl. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	"	1898	87		
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....			1st Mortgage (Beloit & Mad. R.)..	363,000	7	"	"	1888	....	
Buffalo, Corry and Pittsburg:									Chicago, Rock Island and Pacific:								
1st Mortgage (B. C. & P. of Pa.)..	100,000	7	Jan. & July.	Pittsburg.	18—	....			1st Mortgage (C. & R. I. R.R.)..	1,897,000	7	Jan. & July.	New York.	1870	00		
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....			1st Mort. (C. R. I. and P. R. R.)..	7,375,000	7	"	"	1896	04		
Buffalo and Erie:									Chillicothe and Brunswick:								
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86			1st Mortgage.....	500,000	8	May & Nov.	New York.	1898	....	
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873			Cincinnati, Dayton and Eastern:								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Fairview & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage.....	1,000,000	7	"	"	1880		2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	94½
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	92	3d Mortgage.....	6,000,000	7	"	"	1883	85
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	"	1880	78½
1st Mort. (June R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	925,500	7	June & Dec.	"	1888	78½
1st Mort. (June R. R. 2d Div.)	116,000	7	June & Dec.	"	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	"	1885	99½	Sterling Loan £800,000.....	4,844,444	8	March & Sept.	London.	1875	
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	"	1886		Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	"	1875	
Columbus, Chicago & Ind. Cent.:							3d Mortgage.....	859,000	7	Jan. & July.	"	1893	
Consol. 1st Mortgage sfg fund.....	15,000,000	7	April & Oct.	New York.	1908	76½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1882.....	250,000	7	Jan. & July.	New York.	1880	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	74	1st Mortgage of 1884.....	740,000	7	May & Nov.	"	1880	
Income Bonds.....	1,342,000	7	"	"	1881		Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	"	1881	
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	"	Providence.	18—	
Consol. 2d Mortgage sfg fund.....	5,000,000	7	Feb. & Aug.	"	1900		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	"	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passaic Riv.:							1st Mortgage.....	1,520,500	7	"	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1870	87½	Gaucha & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	"	"	76-77		1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	90
Connecticut River:							2d Mortgage.....	1,029,000	7	May & Nov.	"	1875	95
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Georgia:						
Consolidating:							Bonds.....	592,000	7	J. & J.	Augusta.	1875	90-75
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1895	87½	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	"	1885		1st Mortgage guaranteed.....	1,000,000	8	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
2d Mortgage.....	109,500	8	"	"	1904		2d Preference Bonds.....	7,355,988	5*	"	"	18—	
Danbury and Newark:							3d Preference Stock.....	3,414,094	4*	"	"	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		4th Preference Stock.....	25,592,860	4*	"	"	18—	
Danv., Urbans, Blooming & Pekin:							Equipment Bonds.....	2,433,333	5*	April & Oct.	"	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	"	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,902,000	7	Jan. & July.	New York.	1881		Government Loan £573,688.....	2,782,387	5*	"	Ottawa.	1885	
2d Mortgage.....	642,000	7	March & Sept.	"	1884		Mortgage Bonds £615,200.....	2,983,720	5*	"	London.	73-76	
3d Mortgage.....	709,000	7	April & Oct.	"	1889		Mortgage Bonds £547,000.....	2,652,950	5*	"	"	77-78	
Dayton and Union:							Stock Debentures £46,700.....	226,500	5*	"	"	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	"	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1885	100
Income Bonds.....	252,445	6	"	"	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	"	1888	
Dayton and Western:							1st Mortgage (General).....	1,455,000	7	"	"	1888	
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	"	1893	82½
2d Mortgage.....	463,000	6	Jan. & July.	"	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	89½	Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	"	"	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	
State Loan.....	170,000	6	"	"	1876		Convertible bonds.....	800,000	7	Jan. & July.	"	1883	102
Extension Mortgage.....	100,000	6	"	"	1880		Eight per cent. Loan.....	880,000	8	"	"	18—	
Dawson, Lackawanna & Western:							Ten per cent. Loan.....	1,000,000	10	"	"	1872	
1st Mort. (L. & W.) for \$900,000.....	664,000	7	Jan. & July.	New York.	1871	98½	Ten per cent. Loan.....	500,000	10	"	"	1869	
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	"	1875	97	1st Mort. (Quincy and Palmyra).....	500,000	8	"	"	18—	
2d Mort. (General) for \$2,800,000.....	1,633,000	7	March & Sept.	"	1881	90	1st Mort. (Kan. City & Cameron).....	1,200,000	10	"	"	18—	
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90½
Income Bonds.....	462,000	7	Jan. & July.	"	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	96
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	6	"	"	1875		1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875		1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	"	Hartford.	1876	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875		Hempfield:						
Bonds of June 30, 1866, (cond.).....	1,611,639	6	"	"	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.I.):							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		1st Mortgage.....	191,000	7	Jan. & July.	Bridgport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	"	"	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	"	1878		1st Mortgage (L.G.) sinking fund.....	2,600,000	7*	Jan. & July.	New York.	1891	
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,934,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	90	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	"	1885	108
1st Mortgage (construction).....	680,000	7	"	"	1894		3d Mortgage.....	183,000	7	May & Nov.	"	1875	100
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	83
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	
2d Mortgage, ordinary.....	450,000	7	"	"	1895		Consol. Mortgage.....	887,045	7	April & Oct.	"	1895	83
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	3,955,000	7	April & Oct.	New York.	1875	117
East Pennsylvania:							Redemption.....	437,500	6	"	"	1875	
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888		Redemption, sterling.....	2,560,500	6	"	"	1880	
East Tennessee and Georgia:							Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Tennessee Loan (1866).....	430,277	6	"	"	1885		Indianapolis, Cin. and Lafayette:						
Mortgage (old).....	640,000	6	"	"	1880		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	
Mortgage (new).....	136,400	7	"	"	1880		1st Mortgage (Ind. and Cin.).....	500,000	7	April & Oct.	"	1888	
East Tennessee and Virginia:							Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (old).....	1,500,000	6	Jan. & July.	New York.	1888		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee Loan (1866).....	600,000	6	"	"	1888		Indianapolis and Madison:						
Tennessee endorsed bonds.....	175,000	6	"	"	18—		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Eastern:							Iowa River:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	66-78		1st Mortgage (Eldora R. R.).....	272,000	7	Jan. & July.	New York.	1888	
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872		Jackson, Lansing and Saginaw:						
3d Mortgage, convertible.....	730,000	6	Feb. & Aug.	Boston.	1874	85	1st Mortgage.....	1,405,000	8	Jan. & July.	New York.	1884	96½
1st Mortgage, (Essex Railroad).....	214,000	6	Jan. & July.	"	1876		Jeffersonville (J. M. & L.):						
Bonds of 1868.....	500,000	8	March & Sept.	"	1889	96	2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
Essexfield and Kentucky:							Jeffersonville, Madison & Indian.:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	
Essex and Williamsport:							Joliet and Chicago:						
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	88	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1888	
Income Bonds.....	670,000	5	April & Oct.	"	1872	86	Joliet and Northern Indiana:						
European and North American:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	
1st Mortgage (Bangor to Winn.).....	1,000,000	6*	Jan. & July.	London.	1888								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	500,000	5	April & Oct.	Phila telphia.	1896	....	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexington).....	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	1,699,800	6	Jan. & July.	Mobile.	1882	52
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	388,900	6	May & Nov.	New York.	1891	....
Kookuk and St. Paul:							Income of '61, '62, '65 and '67.....	656,421	8	"	Mobile.	1887	19
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	129,000	8	"	Mobile.	1882	81
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufaula:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.....	100,000	8	March & Sept.	New York.	1880	....
Tenn. State Loan (old).....	1,210,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1896	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Income Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	014
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,000,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.....	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	423,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia	1897	86	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	90-92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.).....	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new).....	1,292,000	6	May & Nov.	Philadelphia	1873	95	2d Mortgage.....	600,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	95	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	....	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	86-94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	71-82	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	164,000	7	Jan. & July.	Bridgeport.	1878	....
Little Schuylkill:							Newark and New York:						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Long Island:							Newburg & New York (Oct. 1, '65):						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	98	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Bedford and Taunton:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage.....	174,000	8	Jan. & July.	Boston.	1881	....
Louisville, Cincinnati and Lexington:							New Brunswick and Canada:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	1st Mortgage, Sterling £220,000.....	1,100,000	6*	May & Nov.	London.	1887	....
Louisville and Frankfort:							Newcastle and Beaver Valley:						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	70-78	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville Loan.....	100,000	6	"	"	1881	....	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
Louisville and Nashville:							New Haven and Darby:						
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	69-77	98	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	70-75	90	New Haven and Northampton:						
1st Mortgage, Bardonia Branch.....	27,500	7	Jan. & July.	"	1870	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1866	....
1st Mort. Lebanon Branch Ext.....	600,000	7	May & Nov.	"	86-88	92	1st Mort. (Hamps. & Hampd.).....	200,000	6	April & Oct.	"	1874	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	86-87	....	New Jersey:						
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	....	Company Bonds (var. issues).....	350,000	6	Feb. & Aug.	New York.	75-87	93
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	"	1893	....	New London Northern:						
Consolid. 1st mort. for \$8,000,000.....	7	"	"	"	1898	90	1st Mortgage.....	60,000	7	Jan. & Dec.	New London.	1875	....
Louisville, N. Albany & Chicago:							1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1888	....
1st Mort. New Albany & Salem.....	2,235,000	6	— & —	New York.	1892	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia.....	140,000	7	Jan. & July.	New York.	1881	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
Mahogany and Broad Mountain:							2d Mortgage for \$1,500,000.....	1,167,000	8	April & Oct.	"	1890	70
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	N. Orleans, Opelousas & Gt. Wtn:						
Maine Central:							1st Mort. construction (80 m.).....	1,842,000	8	April & Oct.	New York.	1889	46
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	90-91	....	2d Mort. (P.) for \$1,000,000 (80m.).....	8	Jan. & July.	"	1897	....
\$400,000 Loan.....	397,700	6	June & Dec.	"	70-71	....	New York Central:						
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Premium, Sinking Fund Bonds.....	5,946,689	6	May & Nov.	New York.	1883	904
2d Mort. (Penob. & Ken. R. R.).....	300,000	6	Feb. & Aug.	Bangor.	1870	....	Funding, Sinking Fund Bonds.....	1,614,000	7	Feb. & Aug.	"	1876	98
Marietta and Cincinnati:							Bonds for B. & N. Falls R.R. Co.....	76,000	6	May & Nov.	"	1883	....
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87	Bonds for railroad stocks.....	592,000	6	"	"	1882	87
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Bonds for real estate.....	162,000	6	"	"	1883	89
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	65	Bonds and mortgages.....	58,215	7	various	"	var.	....
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	129
Memphis and Charleston:							Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	90
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	New York and Flushing:						
1st Mortgage, Convertible.....	1,283,000	7	May & Nov.	"	1880	85	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
2d Mortgage.....	1,400,000	7	Jan. & July.	"	1885	....	New York and Harlem:						
Memphis and Little Rock:							1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1873	99
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	Consolidated mortgage of 1883.....	1,797,000	7	Feb. & Aug.	"	1898	....
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	New York and New Haven:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	94
Michigan Central:							New York, Providence & Boston:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	72-78	....
1st Mortgage, sterling, convertible.....	500,000	6*	March & Sept.	"	1869	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, dollars, convertible.....	1,294,500	8	April & Oct.	New York.	1889	113	Norfolk and Petersburg:						
1st Mortgage, dollars, convertible.....	500,000	8	"	"	1882	....	1st Mortgage.....	119,500	7	Jan. & July.	New York.	1877	72
Consol. Sinking Fund Mortgage.....	4,297,000	8	"	"	1882	121	2d Mortgage.....	303,000	8	"	"	1877	99
Michigan Southern & North. Ind.:							2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	99	North Eastern:						
2d Mortgage.....	2,693,000	7	Feb. & Aug.	"	1877	90	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	76
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
Mifflin and Centre County:							North Missouri:						
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1893	834
Milwaukee & Chicago, (40 miles):							2d Mortgage of 1865.....	4,000,000	7	April & Oct.	"	1888	....
2d Mortgage, (C. & N. W. R. W.).....	182,000	7	Jan. & July.	New York.	1874	....	North Pennsylvania:						
3d Mortgage, (").....	10,500	7	June & Dec.	"	1898	1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	884
Milwaukee and St. Paul:							Chattel Mortgage.....						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.							When.	Where.			
North Carolina:								Portland and Kennebec:							
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867			1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883		
New Loan for \$800,000.....		8	"	"	1887			Consolidated Bonds.....	300,000	6	"	"	1896		
Norwich and Worcester:								Pittsburg, Ft. Wayne & Chicago:							
1st Mort. (Mass. Loan) skg fund	400,000	4	Jan. & July.	Boston.	1877			1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	99	
Construction bonds.....	124,500	7	"	"	1877			1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912		
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870			1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912		
Ordo, sburg and Lake Champlain:								1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912		
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870			1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912		
Equipment Bonds.....	300,000	8	"	"	'69-'78	100		1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912		
Ohio and Mississippi:								2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	93	
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872			2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912		
1st Mortgage, W. Div.....	850,000	7	"	"	'82	92		2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912		
2d Mortgage, W. Div.....	558,000	7	"	"	1874			2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912		
Income, W. Div.....	221,500	7	April & Oct.	"	1882			2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912		
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898			2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912		
Consolidated Mort. sterling.....	83,430		"	London.	1898	83		3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	90	
Oil Creek and Allegheny River:								Bridge (O. & P. R. R.) bonds..	153,000	7	May & Nov.	"	1876		
1st Mortgage.....	3,170,000	7	Jan. & July.	Philadelphia.	1897			Placerville and Sacramento:							
Old Colony and Newport:								1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894		
Company Bonds.....	1,000,000	8	March & Sept.	Boston.	1876			1st Mortgage.....	525,000	10*	"	"	1894		
Company Bonds.....	468,000	6	April & Oct.	"	1875			Providence, Warren and Bristol:							
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	93		1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872		
Orange, Alexandria & Manassas:								2d Mortgage.....	50,000	8	June & Dec.	"	1877		
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80		Quincy and Toledo:							
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875			1st Mortgage.....	500,000	7	May & Nov.	New York.	1890		
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	73		Raritan and Delaware Bay:							
4th Mort. " "	331,700	6	March & Sept.	Alexandria.	1880	82		1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888		
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	70		2d Mortgage.....	250,000	7	"	"	1888		
Va. State Loan.....	249,982	6	"	"	1887	73		Equipment Bonds, convertible..	296,000	7	"	"	1876		
Osage Valley:								Reading and Columbia:							
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888			1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882		
Oswego and Rome:								2d Mortgage.....	350,000	7	June & Dec.	"	1884		
1st Mort. guar. by R. W. & O....	500,000	7	May & Nov.	New York.	1916			Rensselaer and Saratoga:							
Income.....	200,000	6	Feb. & Aug.	"	1891			1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873		
Oswego and Syracuse:								1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886		
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80			1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890		
2d Mortgage.....	375,000	7	"	"	1885			2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87		
Pacific of Mo.:								Richmond and Danville:							
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880			Virginia State Loan.....	900,000	6	Jan. & July.	New York.	'87-'88		
St. Louis Loan.....	700,000	6	"	"	'71-'73	90		Bonds guaranteed by Virginia..	161,000	6	"	"	'75-'76	72	
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97		Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90		
Panama:								Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90		
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870			Rich, Frederickburg & Potomac:							
2d Mortgage, Sterling.....	346,000	7*	"	"	1875			Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875		
3d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872			Company Bonds, dollar.....	172,800	7	"	Richmond.	1875		
Paterson and Newark:								Richmond and Petersburg:							
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888			Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875		
Peabody and Hightstown:								Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870		
1st Mortgage endorsed.....	180,000	7	"	New York.	1877			Richmond and York River:							
Peninsula (C. & N. W.):								1st Mortgage.....	600,000	8	"	New York.	18—		
1st Mortgage.....	1,010,000	7	March & Sept.	New York.	1898	96		Roanoke Valley (R. & Dan.):							
Pennsylvania:								1st Mortgage.....	100,800	7	Feb. & Aug.	Richmond.	'60-'70		
1st Mort. Harriab. to Pittab.	4,972,000	6	Jan. & July.	Philadelphia.	1880			Rockford, R. Island & St. Louis:							
2d Mort. " "	2,594,000	6	April & Oct.	"	1875	97		1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96	
2d Mort. " "	2,283,840	6	"	London.	1875	94		Rock Island and Peoria:							
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910			1st Mortgage.....	1,384,000	7	"	New York.	18—		
State lien on whole property....	6,232,755	5	April & Oct.	Harrisburg.	1890			Rome, Watertown & Ogdensb.:							
Short Bonds and Debentures....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71			1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100	
Pennsylvania and New York:								Sinking Fund (Water & Rome)	757,500	7	March & Sept.	"	1880		
1st Mortgage guaranteed.....	2,097,000	7	"	Philadelphia.	18—	90		1st Mort. (Potdam & Watert.)..	511,500	7	June & Dec.	"	'69-'74		
Pennsylvia and Georgia:								Rutland and Burlington:							
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—			1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	140	
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—			2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60	
2d Mortgage.....	255,000	8	"	"	18—			Sacramento Valley:							
Peoria and Bureau Valley:								1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875		
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—			2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881		
Peoria, Pekin and Jacksonville:								St. Joseph and Council Bluffs:							
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887			1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893		
Perkiomen:								1st Mortgage (in Iowa 62 m.)....	150,000	10	"	"	1893		
1st Mortgage.....	255,000	6	"	Philadelphia.	18—			2d Mortgage (").....	500,000	7	"	"	1892		
Perth Amboy and Woodbridge:								St. Louis, Alton and Terre Haute:							
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—			1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	92	
Philadelphia and Baltimore Cent:								1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894		
1st Mortgage.....	875,000	7	Jan. & July.	Philadelphia.	1876			2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	70	
Philadelphia and Erie:								2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894		
1st Mortgage (Sunbury & Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877			2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	70	
1st Mortgage (General).....	8,000,000	6	"	"	1881	96		St. Louis and Iron Mountain:							
2d Mortgage.....	4,000,000	7	"	"	1901	84		1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	81	
3d Mortgage for \$3,000,000....	600,000	7	Jan. & July.	"	1885	84		St. Louis, Jacksonville & Chicago:							
Philadelphia, Germant. & Norist:								1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1894	87	
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882			2d Mortgage (\$5,000 per mile)..	360,000	7	Jan. & July.	"	1898		
Philadelphia and Reading:								St. Louis and St. Joseph:							
Bonds of 1849.....	401,000	6	April & Oct.	Philadelphia.	1870	100		1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893		
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96		St. Louis, Vandalia & T. Haute:							
Bonds of 1864-43-44-45 and															

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880*	....	Consolidated Mort.—1st class...	\$722,500	7	Apr. & Oct.	Philadelphia.	1890	....
3d Mortgage.....	71,000	7	— & —	"	1870	....	" " 2d class...	850,000	7	" " or	"	1890	....
Selma and Meridian:							" " 3d class...	154,000	7	Jan. & July.	"	1890	....
1st Mortgage.....	79,878	—	— & —	"	—	....	" " 4th class...	1,293,000	7	"	"	1890	....
2d Mortgage.....	62,000	—	— & —	"	—	....	Virginia and Tennessee:						
3d Mortgage.....	665,000	—	— & —	"	—	....	1st Mortgage.....	404,000	6	June & Dec.	New York.	1872	....
Selma, Rome and Dalton:							2d Mortgage.....	23,500	6	" " "	"	1888	64
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....	3d Mortgage (Enlarged).....	990,000	6	" " "	"	1884	60
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	"	1864	....	Income Bonds.....	188,500	6	" " "	"	1885	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	....	Funding Bonds (\$1,000,000).....	736,000	8	" " "	"	1890	72
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Shenandoah and Fond Lac:							Warwick Valley:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
Sioux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1894	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	" " "	"	1876	....	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....
Shore Line (N. H. & N. L.)							2d Mortgage, registered.....	662,000	8	April & Oct.	"	1878	90
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	West Jersey:						
South Carolina:							Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	91
Sterling Bonds \$452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	"	1896	....
Sterling Bonds \$59,031.....	262,388	5*	" " "	Charleston.	'71-'85	....	Western (Boston and Albany).						
Domestic Bonds.....	418,016	6	" " "	"	'73-'74	....	Sterling Loans, \$399,900.....	2,051,520	5*	April & Oct.	London.	'60-'71	97
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	....	Dollar Bonds.....	798,000	6	" " "	Boston.	1875	97
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. (\$16,000 p.m.) endorsed	—	8	— & —	New York.	1889	....	2d Mort. for \$300,000, end. by B.	300,000	6	" " "	"	1890	91
South Shore:							2d M. for \$300,000, end. by W.Co.	300,000	6	" " "	"	1890	70
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	70
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	....	Western Union:						
2d Mort., guar. by Petersburg..	300,000	6	" " "	Petersburg.	'70-'75	62	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
3d Mort. (for City Point R. R.)	175,000	6	" " "	"	'65-'68	....	Whitehall and Plattsburg:						
4th Mortgage.....	317,000	6	" " "	"	'70-'72	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Consol. Mortgage.....	—	8	" " "	New York.	'84-'90	....	Wilcomico and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	Wilm. Charlotte & Rutherford:						
South Western:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	76
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	1st Mortgage guar. by State.....	—	8	" " "	"	1897	76
South West Pacific:							Wilmington and Manchester:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Southern Minnesota:							2d Mortgage, 2d pref.....	146,000	7	" " "	"	1886	....
1st Mort. (10-20 yrs) \$20,000 p.m.	—	8	Jan. & July.	New York.	1888	....	1st Mortgage, 3d pref.....	528,000	7	" " "	"	1886	....
Springfield and Columbus:							2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilmington and Weldon:						
Staten Island:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
Sterling Mountain:							Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1890	91
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	York and Cumberland (N. Cent.):						
Sullivan:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	2d Mortgage.....	25,000	6	Jan. & July.	"	1871	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	3d Mortgage.....	600,000	6	" " "	"	1877	....
Syracuse, Binghamton and N. Y.:							CANAL BONDS.						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	Chesapeake and Delaware:						
Summit Branch:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	96
1st Mortgage.....	528,000	6	— & —	Philadelphia.	18—	....	Chesapeake and Ohio:						
Sussex:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	....
Tioga:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1886	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	95	Delaware Division:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	82	Delaware and Hudson:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	79	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	....	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Toledo, Wabash and Western:							Delaware and Raritan (See Cam	den and	Amboy R.R.)				
1st Mort. (Tol. & Ill. 75 m.)...	900,000	7	Feb. & Aug.	New York.	1890	88	Erie of Pennsylvania:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	"	1890	81	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	81	Interest Bonds.....	161,990	7	" " "	"	18—	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" " "	"	1871	79	Illinois and Michigan:						
Equip'm't Bonds (T. & W. 75m.)	600,000	7	" " "	"	1883	84	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	"	1907	79	Ill. State bonds, sterling, reg...	500,967	6*	" " "	"	1870	....
Troy and Boston:							Ill. State bonds, stg. coup. & reg.	32,700	6*	" " "	New York.	1870	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Lehigh Coal and Navigation:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	2d Loan.....	5,608,122	6	" " "	"	1884	82
Troy Union:							3d Loan.....	2,000,000	6	" " "	"	1897	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	94
2d Mortgage, guaranteed.....	300,000	6	" " "	"	1878	....	Convertible Loan.....	1,201,850	6	" " "	"	1877	80
Union Pacific:							Monongahela Navigation:						
1st Mortgage, free.....	26,638,000	6*	Jan. & July.	New York.	'95-'99	83	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage (Gov. subsidy).....	26,638,000	6	" " "	"	'95-'99	....	2d Mortgage.....	67,000	6	" " "	"	18—	....
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	2d Mortgage.....	302,750	6	" " "	"	1876	....
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	" " "	"	1885	80
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	North Branch:						
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage.....	580,000	6	May & Nov.	Philadelphia.	1876	....
2d Mortgage (Gov. subsidy).....	6,393,000	6	Jan. & June.	"	'95-'97	....	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Land Grant Mort. for \$500,000.	361,000	7	March & Sept.	"	'71-'76	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	66
Income bonds \$10,000 p. m.....	4,276,350	7	June 1, '71	"	1916	....	Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	61
Vermont Central:							Susquehanna and Tide Water:						
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	78	Md. State Loan, sterling.....	1,600,000	6	Jan. & July.	London.	1886	....
2d Mortgage.....	1,500,000	7	" " "	Boston.	1891	37	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	57
Equip. Loan (Vt. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	'76-'77	101	Preferred Interest Bonds.....	325,000	6	" " "	"	1894	....
Vermont and Massachusetts:							Union (Pa.):						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	90	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	1
Vermont Valley:							West Branch and Susquehanna:						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1880	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage.....	114,000	6	" " "	Boston.	1880	....	Wyoming Valley:						
3d Mortgage.....	288,200	7	" " "	New York.	1880	....	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	80

Line	Station	Distance	Time	Rate	Notes
1	Dec. 31, 1898	10.0	1.0	10.0	...
2	Jan. 1, 1899	11.0	1.1	11.0	...
3	Feb. 1, 1899	12.0	1.2	12.0	...
4	Mar. 1, 1899	13.0	1.3	13.0	...
5	Apr. 1, 1899	14.0	1.4	14.0	...
6	May 1, 1899	15.0	1.5	15.0	...
7	Jun. 1, 1899	16.0	1.6	16.0	...
8	Jul. 1, 1899	17.0	1.7	17.0	...
9	Aug. 1, 1899	18.0	1.8	18.0	...
10	Sep. 1, 1899	19.0	1.9	19.0	...
11	Oct. 1, 1899	20.0	2.0	20.0	...
12	Nov. 1, 1899	21.0	2.1	21.0	...
13	Dec. 1, 1899	22.0	2.2	22.0	...
14	Jan. 1, 1900	23.0	2.3	23.0	...
15	Feb. 1, 1900	24.0	2.4	24.0	...
16	Mar. 1, 1900	25.0	2.5	25.0	...
17	Apr. 1, 1900	26.0	2.6	26.0	...
18	May 1, 1900	27.0	2.7	27.0	...
19	Jun. 1, 1900	28.0	2.8	28.0	...
20	Jul. 1, 1900	29.0	2.9	29.0	...
21	Aug. 1, 1900	30.0	3.0	30.0	...
22	Sep. 1, 1900	31.0	3.1	31.0	...
23	Oct. 1, 1900	32.0	3.2	32.0	...
24	Nov. 1, 1900	33.0	3.3	33.0	...
25	Dec. 1, 1900	34.0	3.4	34.0	...
26	Jan. 1, 1901	35.0	3.5	35.0	...
27	Feb. 1, 1901	36.0	3.6	36.0	...
28	Mar. 1, 1901	37.0	3.7	37.0	...
29	Apr. 1, 1901	38.0	3.8	38.0	...
30	May 1, 1901	39.0	3.9	39.0	...
31	Jun. 1, 1901	40.0	4.0	40.0	...
32	Jul. 1, 1901	41.0	4.1	41.0	...
33	Aug. 1, 1901	42.0	4.2	42.0	...
34	Sep. 1, 1901	43.0	4.3	43.0	...
35	Oct. 1, 1901	44.0	4.4	44.0	...
36	Nov. 1, 1901	45.0	4.5	45.0	...
37	Dec. 1, 1901	46.0	4.6	46.0	...
38	Jan. 1, 1902	47.0	4.7	47.0	...
39	Feb. 1, 1902	48.0	4.8	48.0	...
40	Mar. 1, 1902	49.0	4.9	49.0	...
41	Apr. 1, 1902	50.0	5.0	50.0	...
42	May 1, 1902	51.0	5.1	51.0	...
43	Jun. 1, 1902	52.0	5.2	52.0	...
44	Jul. 1, 1902	53.0	5.3	53.0	...
45	Aug. 1, 1902	54.0	5.4	54.0	...
46	Sep. 1, 1902	55.0	5.5	55.0	...
47	Oct. 1, 1902	56.0	5.6	56.0	...
48	Nov. 1, 1902	57.0	5.7	57.0	...
49	Dec. 1, 1902	58.0	5.8	58.0	...
50	Jan. 1, 1903	59.0	5.9	59.0	...
51	Feb. 1, 1903	60.0	6.0	60.0	...
52	Mar. 1, 1903	61.0	6.1	61.0	...
53	Apr. 1, 1903	62.0	6.2	62.0	...
54	May 1, 1903	63.0	6.3	63.0	...
55	Jun. 1, 1903	64.0	6.4	64.0	...
56	Jul. 1, 1903	65.0	6.5	65.0	...
57	Aug. 1, 1903	66.0	6.6	66.0	...
58	Sep. 1, 1903	67.0	6.7	67.0	...
59	Oct. 1, 1903	68.0	6.8	68.0	...
60	Nov. 1, 1903	69.0	6.9	69.0	...
61	Dec. 1, 1903	70.0	7.0	70.0	...
62	Jan. 1, 1904	71.0	7.1	71.0	...
63	Feb. 1, 1904	72.0	7.2	72.0	...
64	Mar. 1, 1904	73.0	7.3	73.0	...
65	Apr. 1, 1904	74.0	7.4	74.0	...
66	May 1, 1904	75.0	7.5	75.0	...
67	Jun. 1, 1904	76.0	7.6	76.0	...
68	Jul. 1, 1904	77.0	7.7	77.0	...
69	Aug. 1, 1904	78.0	7.8	78.0	...
70	Sep. 1, 1904	79.0	7.9	79.0	...
71	Oct. 1, 1904	80.0	8.0	80.0	...
72	Nov. 1, 1904	81.0	8.1	81.0	...
73	Dec. 1, 1904	82.0	8.2	82.0	...
74	Jan. 1, 1905	83.0	8.3	83.0	...
75	Feb. 1, 1905	84.0	8.4	84.0	...
76	Mar. 1, 1905	85.0	8.5	85.0	...
77	Apr. 1, 1905	86.0	8.6	86.0	...
78	May 1, 1905	87.0	8.7	87.0	...
79	Jun. 1, 1905	88.0	8.8	88.0	...
80	Jul. 1, 1905	89.0	8.9	89.0	...
81	Aug. 1, 1905	90.0	9.0	90.0	...
82	Sep. 1, 1905	91.0	9.1	91.0	...
83	Oct. 1, 1905	92.0	9.2	92.0	...
84	Nov. 1, 1905	93.0	9.3	93.0	...
85	Dec. 1, 1905	94.0	9.4	94.0	...
86	Jan. 1, 1906	95.0	9.5	95.0	...
87	Feb. 1, 1906	96.0	9.6	96.0	...
88	Mar. 1, 1906	97.0	9.7	97.0	...
89	Apr. 1, 1906	98.0	9.8	98.0	...
90	May 1, 1906	99.0	9.9	99.0	...
91	Jun. 1, 1906	100.0	10.0	100.0	...

Ans. asterisk ()* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running clear (—) signifies "not ascertainable." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "2."

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HORSE PASSENGER RAILROAD SHARE LIST

HORSE PASSENGER RAILROAD SHARE LIST.														PASSENGER RAILROAD BONDS.																			
Years ending.		Length equiv. single track.		Dumma.		Cur.		COMPANIES.		Cost of Road and Equipment.		Share Capital.		Indebtedness.		Earnings.		Dividends on paid.		Value of Shares.		COMPANIES.		Amount outstanding.		Interest.		Payable.		Principal Payable.		Market Price.	
m.		No.		No.		No.																											
Sept. 30, '88		7.37		91		12		Albany		\$ 139,414		\$ 93,900		\$ 40,000		\$ 5,000		\$ 57,580		Loss.		100		100		100		100		100		100	
Nov. 30, '88		3.25		12		35		Albany at Freight (B'ton). Mass.		150,000		150,000																					
Oct. 31, '88		31.00		480		80		Allentown		72,674		31,500		29,814		12,191		6,771		3,093													
Dec. 31, '88		6.00		401		50		Baltimore City		1,747,127		900,000		994,000		40,713		302,586		51,760		100		100		100		100		100		100	
Sept. 30, '88		22.00		401		50		Bleeker st. & F.F. (N.Y.C.). N.Y.		110,000		110,000						8,800		1,193		6.8		100		100		100		100		100	
Nov. 30, '88		3.53						Boston and Chelsea		277,169		200,000		35,000		29,097		115,172		11,882		8.0		100		100		100		100		100	
Sept. 30, '88		10.76		162		40		Broadway (Brooklyn)		522,895		2,000,000		1,600,000				664,652		184,914		100		100		100		100		100		100	
Sept. 30, '88		16.00		101		106		B'way & 7th Av. (N.Y.C.). N.Y.		156,838		99,850		80,000		7,538		24,517		Loss.		100		100		100		100		100		100	
Sept. 30, '88		8.00		10		30		Brooklyn, Bath & Coney I. N.Y.		1,164,204		1,500,000		300,000				1,197,309		283,938		12.0		100		100		100		100		100	
Sept. 30, '88		74.00		1420		291		Brooklyn City		569,620		400,000		200,000		14,372		121,425		19,422		100		100		100		100		100		100	
Sept. 30, '88		11.00		201		43		Brooklyn City & Newtown N.Y.		434,600		254,600		300,000		1,487						100		100		100		100		100		100	
Sept. 30, '88		6.50		40		12		Brooklyn, Prosp. P. & Flatb. N.Y.		214,489		144,600		45,000		2,500		20,621		9,021		100		100		100		100		100		100	
Sept. 30, '88		4.28		4		30		B'klyn & Rockaway Beach N.Y.		318,909		56,300		186,000		109,500		99,734		17,427		50		50		100		100		100		100	
Sept. 30, '88		15.21		197		53		Buffalo street		264,982		262,200		2,000		5,040		20,508		72		100		100		100		100		100		100	
Sept. 30, '88		7.85						Bushwick (Brooklyn)		731,671		727,800		150,000		94		89,058		9.0		100		100		100		100		100		100	
Nov. 30, '88		28.52						Cambridge (Boston)		29,758		21,130		6,000				18,645		4,097		10		10		100		100		100		100	
Sept. 30, '88		1.76						Central City (Syracuse)		1,627,021		1,065,200		626,000		33,644		512,982		18,812		100		100		100		100		100		100	
Sept. 30, '88		36.00		561		149		Cen. P. N. & E.R. (N.Y.C.). N.Y.																									
Dec. 31, '88		9.25						Cincinnati street																									
Oct. 31, '88		7.20		200		37		Citizens' 10th & 11th sts. (Ph.) Pa.		179,635		192,750						227,369		95,876		32.1		50		19							
Oct. 31, '88		9.00		148		30		Citizens' (Pittsburg)		234,045		176,000		56,300		7,700		139,864		31,708		24.5		50		44							
Dec. 31, '88		6.50						City Passenger (Cin.)																									
Sept. 30, '88		14.83		236		18		Coney Island (Brooklyn) N.Y.		945,625		500,000		218,000		19,587		121,637		Loss.		100		100		100		100		100		100	
Sept. 30, '88		22.89		292		116		Dry Dock, E.B. & B. (N.Y.C.) N.Y.		772,803		1,200,000		700,000				689,174		185,905		100		100		100		100		100		100	
Sept. 30, '88		3.60						Dunkirk and Fredonia N.Y.		42,605		34,815				2,448		8,721		8,443													
Oct. 31, '88		1.53		10		3		Easton and S. Easton Pa.		24,275		28,000		500				10,444		3,732		25		25									
Sept. 30, '88		18.00		872		160		Eighth Avenue (N.Y.) City N.Y.		1,455,161		1,000,000		203,000				804,791		100,391		12.0		100		100		100		100		100	
Dec. 31, '88		8.00						Fairhaven and Westville. Conn.		152,917		150,000										100		100		100		100		100		100	
Sept. 30, '88		1.74						Fifth Ward (Syracuse) N.Y.		27,533		26,170						6,761		2,469		100		100		100		100		100		100	
Oct. 31, '88		15.38		387		50		42d st. & Gr'd st. (N.Y.C.) N.Y.		1,041,204		748,000		280,000				341,781		85,664		10.0		100		100		100		100		100	
Oct. 31, '88		16.37		298		40		Frankford & Southwark (Ph.) Pa.		762,491		491,750		200,000				299,228		56,713		5.0		60		50							
Sept. 30, '88		3.25		16		5		Genesee & Water st. (Syr.) N.Y.		54,200		42,500		9,000		4,000		8,658		159		100		100		100		100		100		100	
Oct. 31, '88		34.25		356		51		Germantown (Phila.) Pa.		562,270		112,245		350,000				322,439		85,644		37.4		50		15		29					
Oct. 31, '88		5.40		125		25		Girard College (Phila.) Pa.		171,712		170,000						117,342		25,119		8.5		50		17							
Sept. 30, '88		5.50		92		15		Gr'd st. & Newtown (Bkn) N.Y.		200,000		170,000		80,000				72,870		5,321		100		100		100		100		100		100	
Oct. 31, '88		5.09		224		42		Green and Coates st. (Phila.) Pa.		236,220		150,000		100,000				187,103		22,887		7.5		50		16		38					
Sept. 30, '88		10.00		122		23		Greenpoint & Wm'g. (Bkn) N.Y.		239,063		113,230		130,000		2,500		63,945		Loss.		100		100		100		100		100		100	
Sept. 30, '88		2.14						Harlem Br. Morr. & P'dham N.Y.		90,120		41,995		9,350		2,063		9,272		Loss.		25		24									
Dec. 31, '88		9.00		19		6		Hartford City		180,000		180,000										100		100		100		100		100		100	
Oct. 31, '88		13.17		345		78		Hartford & Wethersfield. Conn.		1472,687		308,390		165,700		3,202		262,829		40,431		50		60		12							
Dec. 31, '88								Heat, Mant. & P'mount (Ph.) Pa.																									
Sept. 30, '88		2.50						Hoboken and Hudson City N.J.		161,535		108,700		74,000		9,272						100		100		100		100		100		100	
Sept. 30, '88		10.47						Hoboken and Weehawken N.J.																									
Dec. 31, '88		10.47						Hudson Av. (Brooklyn) N.Y.																									
Sept. 30, '88		3.56		28		9		Jersey City & Bergen Point N.J.		78,989		75,000						20,971		2,170		34		100		100		100		100		100	
Oct. 31, '88		5.20		113		21		Kingston and Rondout N.Y.		105,627		90,000		62,500		30,560		70,353		9,702		25		9									
Nov. 30, '88		4.03		48		9		Lombard and South st. (Ph.) Pa.		99,418		55,830				2,080		29,240		3,411		100		100		100		100		100		100	
Nov. 30, '88		12.50		201		32		Lowell House		207,587		200,000		50,000		48,048		153,658		Loss.		100		100		100		100		100		100	
Nov. 30, '88		3.60						Lynn and Boston		80,246				52,800				24,472															
Nov. 30, '88		1.00						Malden and Melrose (Bkn) Mass.		177,624		177,700										100		100		100		100		100		100	
Nov. 30, '88		3.08						Marginal Freight (Boston) Mass.		27,500		121,000		6,500								100		100		100		100		100		100	
Nov. 30, '88		6.11		37		13		Medford & Charleat. (Bkn) Mass.		50,241		50,000				12,810		18,014		2,249		100		100		100		100		100		100	
Sept. 30, '88		6.00		58		13		Metropolitan (Brooklyn) N.Y.		381,500		194,000		191,900		7,000		84,108		6,299		100		100		100		100		100		100	
Nov. 30, '88		42.86		191		156		Metropolitan (Boston) Mass.		1,543,729		1,250,000				17,164		765,981		135,284		10.0		100		100		100		100		100	
Nov. 30, '88		7.42		254		47		Middlesex (Boston) Mass.		522,884		400,000		91,902		38,917		206,640		16,659		100		100		100		100		100		100	
Sept. 30, '88		13.20		180		52		Ninth Avenue (N.Y.) City N.Y.		468,322		797,320		167,000				95,848		595		100		100		100		100		100		100	
Nov. 30, '88		3.39		19		17		Northampton & Wm'burg Mass.		300,000		300,000						13,884		562		100		100		100		100		100		100	
Nov. 30, '88		2.16		6		13		North Woburn (Boston) Mass.		27,857		20,950		8,000		4,429		4,174		808		100		100		100		100		100		100	
Oct. 31, '88		7.25		73		13		Oakland & E. Liberty (Phg.) Pa.		105,457		59,500		17,000		43,994		49,929				50		50		100		100		100		100	
Dec. 31, '88		17.51																															

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Div'ds	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	4	7	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	6	100
Berkshire,* guaranteed.	600,000	7	7	7	100
Blossburg and Corning,* guar.	250,000	5	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	6	100
Buffalo, N. York and Erie,* guar.	950,000	7	7	7	100
Camden and Atlantic, pref.	600,000	7	7	7	100
Catawissa,* pref. and guar.	2,200,000	7	7	7	100
Cayuga and Susquehanna,* guar.	589,110	9	9	9	100
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	7	100
Central Ohio, preferred.	400,000	7	7	7	100
Chemung,* guar.	380,000	8	8	8	100
Cheshire, preferred.	2,017,815	7	7	7	100
Chicago and Alton, pref.	2,425,460	7	7	7	100
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10	10	100
Chicago and Northwestern, pref.	18,159,097	7	7	7	100
Cleveland and Mahoning,* guar.	2,066,000	7	7	7	100
Cleveland and Toledo,* guar.	6,250,000	8	8	8	100
Coecheso, preferred.	177,750	8	8	8	100
Connecticut and Passumpsic Rivers, preferred.	1,622,100	6	6	6	100
Cumberland Valley, 1st pref.	241,900	8	8	8	100
" 2d pref.	242,000	8	8	8	100
Delaware,* guaranteed.	594,361	6	6	6	100
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6	6	100
Dubuque and Sioux City,* preferred and guaranteed.	1,938,170	7	7	7	100
Dubuque Southwestern, pref.	350,308	8	8	8	100
Eastern (N. H.),* guaranteed.	492,600	8	8	8	100
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	5	100
Elmira and Williamsport,* guar.	500,000	5	5	5	100
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	7	100
Erie, preferred.	8,536,910	7	7	7	100
Hannibal and St. Joseph, pref.	6,253,836	7	7	7	100
Harrisburg and Lancaster,* guar.	1,182,550	7	7	7	100
Housatonic, preferred.	1,180,000	8	8	8	100
Huntingdon & Broad Top Mountain, preferred.	190,750	7	7	7	100
Joliet and Chicago,* guar.	1,500,000	7	7	7	100
Joliet and Northern Indiana,* guar.	300,000	8	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	7	100
Leeds and Farmington,* guar.	2,646,100	7	7	7	100
Lattie Schuykill,* guar.	2,646,100	7	7	7	100
Louisville, Cincinnati and Lexington preferred.	848,315	9	9	9	100
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	6	100
" 2d pref.	4,051,744	6	6	6	100
Manchester and Lawrence*	1,000,000	9	9	9	100
Michigan Southern, guaranteed.	588,800	10	10	10	100
Mill Creek and Mine Hill,* guar.	323,375	10	10	10	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	8	100
" 2d pref.	1,014,000	7	7	7	100
Milwaukee and St. Paul, preferred.	8,050,892	7	7	7	100
Mine Hill and Schuykill Haven,* guaranteed.	3,775,000	8	8	8	100
Mount Carbon & Ft. Carbon,* guar.	282,250	12	12	12	100
New Haven and Northampton*	1,344,000	2	2	2	100
New York and Harlem, pref.	1,500,000	8	8	8	100
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	6	100
North Eastern (S. C.), preferred.	155,000	8	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	8	100
Ohio and Mississippi, pref.	3,500,000	7	7	7	100
Pateron and Hudson, guar.	630,000	8	8	8	100
Pateron and Ramapo,* guar.	248,000	6	6	6	100
Peoria and Bureau Valley,* guar.	1,200,000	6	6	6	100
Philadelphia and Erie,*	5,996,700	10	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	10	100
Philadelphia and Trenton,* guar.	1,099,120	10	10	10	100
Pittsfield and North Adams,* guar.	450,000	6	6	6	100
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	6	100
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	6	100
Portsmouth and Concord*	350,000	7	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	7	100
Rochester and Genesee Valley*	567,500	7	7	7	100
Rutland, preferred.	77,500	7	7	7	100
St. Louis, Alton and T. H., pref.	2,040,000	7	7	7	100
Sandusky and Cincinnati, pref.	445,596	6	6	6	100
Schuykill Valley,* guar.	576,050	5	5	5	100
Shamokin Valley & Pottsville,* guar.	869,450	5	5	5	100
Tol. & Peoria & Warsaw (W. D.) pref.	1,800,000	7	7	7	100
" (E. D.) pref.	1,700,000	7	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	7	100
Troy and Greenbush,* guar.	274,000	7	7	7	100
Vermont and Canada,* guar.	2,500,000	8	8	8	100
Warren,* guar.	1,408,300	7	7	7	100
White Mountains,* guar.	200,000	5	5	5	100
Wright, York & Gettysburg,* pref.	317,050	2	2	2	100

CANAL STOCKS:					
Delaware Division,* guar.	1,633,350	8	8	8	100
Morris, preferred.	1,175,000	10	10	10	100
Schuykill Navigation, pref.	2,888,907	6	6	6	100
Union, preferred.	800,000	8	8	8	100

MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	2,774,400	7	7	7	100
Mariposa Mining, pref.	4,774,400	7	7	7	100

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 10 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	36 50	@ 38	—
Pig, American, No. 1 (good to best).....	40	@ 41	—	—
Pig, American, No. 2.....	37	@ 38	—	—
Pig, American, Forge.....	36	@ 37	—	—
Bar, Refined, English and American.....	85	@ 86	—	—
Bar, Swedes, assorted sizes.....	(gold)	82 50	@ 85	—

STORE PRICES.

Bar, Swedes, ordinary sizes.....	120	@ 140	—	—
Bar, English and American, Refined.....	95	@ 1	—	—
Bar, English and American, Common.....	87 50	@ 90	—	—
Scroll.....	120	@ 180	—	—
Ovals and Half-round.....	120	@ 145	—	—
Band.....	120	@ 120	—	—
Horse Shoe.....	120	@ 120	—	—
Rods, 1½-16 inch.....	100	@ 155	—	—
Hoop.....	125	@ 180	—	—
Nail Rod.....	8½	@ 9½	—	—
Sheet, Russia, assorted No.'s.....	(gold)	11	@ 12	—
Sheet, Single D. and T. Common.....	5½	@ 7	—	—
Rails, English.....	57	@ 60	—	—
Rails, American.....	57	@ 77	—	—
Anvils, Eagle.....	9½	@ 9½	—	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality).....	per lb.	13	@ 22	—
English Spring (2d and 1st quality).....	9	@ 11½	—	—
English Blister (2d and 1st quality).....	11½	@ 10	—	—
English Machinery.....	12½	@ 15	—	—
English German (2d and 1st quality).....	14	@ 16	—	—
American Blister "Black Diamond".....	10½	@ 16	—	—
American, Cast, Tool, do.....	19	@ 20	—	—
American, Spring, do.....	10	@ 13	—	—
American Machinery do.....	10	@ 13	—	—
American German do.....	10	@ 13	—	—

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½@24 oz. per square foot, 3 cents per lb.

Sheathing, New.....	per lb.	—	@ 32	—
Bolts.....	—	@ 33	—	—
Braziers.....	—	@ 35	—	—
Nails.....	—	@ 40	—	—
Sheathing, &c., Old.....	20	@ 21	—	—
Sheathing, Yellow Metal.....	—	@ 27	—	—
Bolts, Yellow Metal.....	—	@ 27	—	—
American Ingot.....	22½	@ 22½	—	—
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.				
Banca.....	(gold)	per lb.	38	@ 38½
Straits.....	(gold)	38	@ 38½	—
English.....	(gold)	31½	@ 32	—
Plates—Fair to good brands.....	(gold)	—	@ 32	—
I. C. Charcoal.....	per box	8 37½	@ 8 50	11 75
I. C. Coke.....	8 75	@ 7 37½	9	@ 10 25
Coke Terne.....	—	@ 6	8	@ 8 50
Charcoal Terne.....	7 75	@ 8 25	10 50	@ 11 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall.	19½	@ —	—	—
Crude, 40 @ 47 gravity (in shipping order).....	—	@ 25½	—	—
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	33	@ —	—	—
Refined, Standard White (in ship's order).....	34½	@ 35	—	—
Refined, prime White (in shipping order).....	—	@ 34	—	—
Refined, S. W. (in merchantable order).....	6 75	@ 7 37½	9	@ 42½
Naptha, Refined, (60 @ 63 gravity).....	—	@ 11	—	—
Residuum.....	7 75	@ 8 25	10 50	@ 11 25

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 30 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.				
6 by 8 to 7 by 9.....	per 50 feet.	7 75	@ 6	—
8 by 10 to 10 by 15.....	8 25	@ 6 50	—	—
11 by 14 to 12 by 18.....	9 75	@ 7	—	—
14 by 16 to 16 by 24.....	10 50	@ 7 50	—	—
18 by 22 to 18 by 30.....	12 25	@ 8	—	—
20 by 30 to 24 by 30.....	15	@ 9	—	—
24 by 31 to 24 by 36.....	16 50	@ 10	—	—
25 by 36 to 30 by 44.....	17 50	@ 12 50	—	—
30 by 46 to 32 by 48.....	20	@ 13 50	—	—
32 by 50 to 32 by 56.....	20	@ 14 50	—	—
Above.....	25	@ 16	—	—
(The above subject to a discount of 50@55 per cent.)				

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)

6 by 8 to 8 by 10.....	per 50 feet.	8 50	@ 6 25	—
8 by 11 to 10 by 15.....	9	@ 6 75	—	—
11 by 14 to 12 by 18.....	10	@ 7 50	—	—
13 by 18 to 16 by 24.....	11	@ 8	—	—
18 by 22 to 18 by 30.....	13 50	@ 9	—	—
20 by 30 to 24 by 30.....	16 50	@ 10	—	—
24 by 32 to 24 by 36.....	18	@ 12	—	—
25 by 36 to 26 by 40.....	(3 qts.)	20	@ 16	—
28 by 40 to 30 by 48.....	(3 qts.)	22	@ 18	—
30 by 50 to 32 by 56.....	(3 qts.)	24	@ 20	—
32 by 58 to 34 by 60.....	(3 qts.)	27	@ 23	—
(Subject to a discount of 50@55 per cent.)				

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 3.

Th. 28. F. 29. Sat. 30. M. 1. Tu. 2. W. 3.

Canton Co.....	53½	53½	53½	53½	53½
Central Pacific Co.....	92	92	91½	91½	91½
Central of N. Jersey.....	95	94½	95	95½	97½
Chicago & Alton.....	144	144	144	144	146
.. pref.....	141½	141½	147	146½	146½
.. 1 M.....	—	—	—	—	—
.. S. F.....	—	—	—	—	—
.. Inc. bds.....	—	—	—	—	—
Chicago, Burl. & Q.....	84	84	84	84	155
.. 8s, 1883.....	108	108	108	108	108
Chl. & Gt. Eastern 1st m.....	70	70	69½	67½	66
Chic. & Northwestern.....	82½	82½	82½	82½	84½
.. pref.....	82½	82½	82½	82½	84½
.. 1st M.....	—	—	—	—	89
.. Interest.....	—	—	—	—	—
.. S. F.....	—	—	—	—	94
.. Consol.....	—	—	—	—	—
Chic. Rock Isl. & Pac.....	104½	103½	103½	102½	102½
Chicago & R. I. 7s, 1870 99½	99½	99½	99½	99½	99½
Chl., R. I. & Pa. 7s, 1896 95	94½	94½	94½	95	95
Clev., Col. & Ind.....	78	78	78	78	77½
Clev. and Pittsburg.....	86½	86½	86½	86½	86½
.. 2 M.....	—	—	—	—	—
.. 3 M.....	—	—	—	—	—
.. 4 M.....	—	—	—	—	—
Clev. and Toledo.....	—	—	—	—	—
.. S. F. 7s.....	24½	25	25½	28	28
Col., Chl. & Ind. C.....	24½	25	25½	28	27½
.. 1 M.....	76	76	76½	77	77
.. 2 M.....	—	—	—	—	—
Cumberland Coal pref.....	284	284	27½	27	27
Del. & Hudson Canal.....	122	122	122	122	122
Del., Lack. & Western.....	111	111	111	110	108
.. 1 M. 7s.....	—	—	—	—	—
.. 2 M. 7s.....	—	—	—	—	—
Erie Railway.....	30½	30	30	29½	28½
.. pref.....	54	54	54	51	50
.. 1 M. 7s, 1897.....	—	—	96	—	—
.. 2 M. 7s, 1879.....	—	—	—	—	—
.. 3 M. 7s, 1883.....	—	—	85	85	85
.. 4 M. 7s, 1880 80	78½	78½	78½	78½	78½
.. 5 M. 7s, 1888.....	—	—	—	—	—
Great Western 2d mort.....	82	82	82	82½	82½
Hannibal & St. Joseph.....	109½	109	109	109	108
.. pref.....	109½	109	109	109	108
Hudson River.....	172	174	173	172½	164
.. 1 M. 7s, 1860.....	—	—	99½	—	—
.. 2 M. S. F.....	—	—	—	—	—
.. 3 M. 7s, 1875.....	—	—	—	—	—
Illinois Central.....	130	130	137½	137½	137½
.. bonds.....	—	—	—	—	117
Lake Shore & Mich. S'th. 90½	91½	91½	92	91½	89
.. Div. bonds.....	83	83	83	83	90½
Marietta & Cin. 1st pref.....	—	—	20	—	—
.. 2d pref.....	—	—	—	—	—
Michigan Central.....	122	122	122	122	120
.. S. F. 8s, 1882.....	—	—	—	—	—
.. conv. 8s, '60.....	—	—	—	—	—
M. S. and N. L.....	—	—	—	—	—
.. 1 M. S. F.....	—	99½	99½	99½	99½
.. 2 M.....	—	92½	92½	92½	90
Mariposa Mining Co.....	8	8	8	8	8
.. pref.....	18½	18½	18½	18½	18½
.. Tr. 10s cts.....	—	—	—	—	40
Milw. and St. Paul.....	67½	67½	67½	67½	67½
.. pref.....	80	80	80	79	79
.. 1st mort.....	87½	87½	88	88	87½
.. 2d mort.....	100½	100½	100½	100½	100½
.. 8s.....	—	—	—	—	—
.. 7 3-10s con.....	87½	87½	87½	87½	87½
Missouri Co.....	87½	87½	87½	87½	87½
.. H. & St. J. 1st.....	—	—	88	—	—
Morris and Essex.....	87½	87½	88	88	88
.. 1st mort.....	—	—	—	—	—
.. 2d mort.....	—	—	—	—	—
New York Central.....	190½	193½	190½	180½	182½
.. 7s, S. F. 1876.....	—	193½	98	98	—
.. 7s, conv. '76.....	—	—	—	—	—
.. 6s, S. F. 1883.....	—	—	—	—	—
.. 6s, S. F. 1887.....	—	—	—	—	—
N. York and Harlem.....	141	142	143½	141½	135
.. pref.....	141	142	143½	141½	135
.. 1 M. 7s, 1873.....	—	—	99	—	—
N. Carolina Co.....	47½	47	47	47	47
.. new.....	39	38½	37½	38½	38½
.. special tax.....	39½	40	40	40½	41½
Ohio and Miss.....	26½	26	26	26	25½
.. pref.....	70	70	70	70	70
.. 1st M.....	92	92	92	92	92
Pacific Mail S. S. Co.....	60½	58½	59½	58½	59
Panama.....	210	210	210	210	210
Phila. and Reading.....	96½	96	96½	96½	95½
Pitta., Ft. W. & Chi. gtd. 85	85½	85½	85½	85½	85½
.. 1 M.....	90	90	90	90	90
.. 2 M.....	—	—	—	—	—
.. 3 M.....	90	90	90	90	90
.. Equip. 8s.....	—	—	—	—	—
Quicksilver Mining Co.....	13½	14	14½	15	15
St. L., Alton & T. H.....	—	—	—	29	—
.. pref.....	69	69	69	69	68
.. 1 M.....	—	—	—	—	—
.. 2 M. pref.....	80½	80½	80½	80½	80½
.. Income bds 75	75	75	75	75	75
Tennessee Co.....	61½	61½	61½	61	60
.. new.....	53½	53	53½	53½	53
Tol., Wab. & Western.....	63½	64	63½	63	61½
.. pref.....	63½	64	63½	63	61½
.. 1 M. ex.....	88	88	88	81½	81½
.. 2 M.....	60½	84½	85	81½	81½
.. Equipment.....	—	—	—	—	—
Virginia Co., ex-coupon.....	—	—	—	—	50
.. new.....	53	52½	52½	52½	53

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 3.

Th.28. F.29. Sat.30. M.1. Tu.2. W.3

FEDERAL STOCKS:--					
U. S. 6s, 1871, reg.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 1871, coup.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 1874, reg.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 1874, coup.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 10-40s, coup.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 10-40s, reg.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 1881, reg.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 1881, coup.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, '81, O.W.L.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 1881, reg.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, reg.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. 1862	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. 1864	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. 1864	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. 1865	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. n. '65	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. n. '65	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. n. '65	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. 1867	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, reg. '68	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. '68	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, Pac.R.R. issue	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

W.27. Th.28. F.29. Sat.30. M.1. Tu.2

Catawissa	36 1/2	37	37 1/2	37 1/2	37 1/2
Camden and Amboy	120	120	120	120	120
.. 6s, 1870	84	84	84	84	84
.. 6s, 1875	84	84	84	84	84
.. 6s, 1883	84	84	84	84	84
.. 6s, 1889	84	84	84	84	84
.. mort. 6s, '89	84	84	84	84	84
Elmira & Williamsport	40	40	40	40	40
.. pref.	40	40	40	40	40
Lehigh Navigation	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
.. 6s, 1884	94	94	94	94	94
.. Gold L.	94	94	94	94	94
.. R. R. L.	94	94	94	94	94
Lehigh Valley R. R.	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
.. 6s new coup.	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
.. 6s new reg.	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Little Schuylkill R. R.	42	42	42 1/2	42 1/2	42 1/2
.. 7s	53	53	53	53	53
Minehill	53	53	53	53	53
Morris Canal	58	58	58	58	58
.. pref.	58	58	58	58	58
.. 6s, 1876	58	58	58	58	58
North Pennsylvania	80	80	80	80	80
.. 6s, 1890	80	80	80	80	80
.. 7s	80	80	80	80	80
.. 10s, 1887	80	80	80	80	80
Northern Central	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2
Pennsylvania R. R.	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
.. 1st M.	97	97	97	97	97
.. 2d M.	94	94	94	94	94
Penn. State, 6s, 1st series	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
.. 6s, 2d series	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
.. 6s, 3d series	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
.. 6s, W. L.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Philadelphia City, 6s	96	96	96	96	96
.. new	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Philad. Germ. & Nor.	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Phila. & Reading	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
.. 7s, 1893	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Philadelphia and Erie	84	84	84	84	84
.. 6s	84	84	84	84	84
.. 7s	84	84	84	84	84
Schuylkill Navigation	17	17	17	17	17
.. pref.	17	17	17	17	17
.. 6s, 1882	56	56	56	56	56
.. 6s, 1876	56	56	56	56	56
.. 6s, 1872	56	56	56	56	56
Susq. Canal	12	12	12	12	12
.. 6s, 1878	12	12	12	12	12
Union Canal, pref.	12	12	12	12	12
.. 6s, 1878	12	12	12	12	12
Hestonville, (Horse)	12	12	12	12	12
Chestnut & Wal.	42	42	42	42	42
Green & Coates	42	42	42	42	42
2d and 3d streets	42	42	42	42	42
Spruce and Pine	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
15th and 15th sta.	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

W.27. Th.28. F.29. Sat.30. M.1. Tu.2

Baltimore City 6s, 1875	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
.. 1886	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 1890	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 1893	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Balt. and Ohio	123	123	123	123	123
.. bonds, 1875	93	93	93	93	93
.. 1880	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
.. 1885	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Marietta & Cin. 1st M.	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
.. 2d M.	71	71	71	71	71
Northern Central	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2
.. bonds, 1885	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
.. 1890	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
N. W. Va. 1st mort.	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
.. 2d mort.	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
.. 3d mort.	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
City Passenger R. R.	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 3.

Th.28. F.29. Sat.30. M.1. Tu.2. W.3

Boston and Albany	148 1/2	149	148 1/2	148 1/2	148 1/2
Boston and Lowell	141	141	140 1/2	141	141
Boston and Maine	135	135	135	135	135
Boston and Providence	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
Boston, Hartford & Erie	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
.. 7s, new	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2
Cheshire, pref.	83	83	83	83	83
Concord	114 1/2	114	114	114 1/2	114 1/2
Connecticut River	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2
Eastern	114 1/2	114	114	114 1/2	114 1/2
Fitchburg	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2
Manchester & Law'ree	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
Michigan Central	108	108	108	108	108
Northern, N. H.	108	108	108	108	108
Ogdens & Lake Champlain	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
.. pref.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Old Colony & Newport	97	97	97	97	97
Ph. Wil. & Baltimore	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
Port'd. Saco & Fort	111	111	111	111	111
Union Pacific 6s	83	83	83	83	83
.. " Land Grant 7s	55	55 1/2	55 1/2	55 1/2	55 1/2
Vermont & Canada	102	101 1/2	102	101 1/2	101 1/2
Vermont & Mass.	88	88	88	88	88
Broadway (Horse)	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Cambridge	72	72	72	72	72
Metropolitan	72	72	72	72	72
Middlesex	72	72	72	72	72
Central Mining Co.	72	72	72	72	72
Copper Falls	72	72	72	72	72
Franklin	72	72	72	72	72
Huron	72	72	72	72	72
Isle Royale	72	72	72	72	72
National	72	72	72	72	72
Minnesota	72	72	72	72	72
Pewabic	72	72	72	72	72
Pittsburg	72	72	72	72	72
Quincy	72	72	72	72	72

London Stock Exchange.

Closing Prices.

Oct. 8. Oct. 15.

Atl. & Gt. West. N. Y. sec. 7 per ct.	60	65	60	65
1st mort. 1880	53	58	53	58
Do. do. 2d mort. 1881	53	58	53	58
Do. Penn. 1st mort. 1877	53	58	53	58
Do. do. 2d mort. 1882	53	58	53	58
Do. Consol. 7 per cent. mort. 1890	27	28	25 1/2	26 1/2
Detroit and Milwaukee 1st mort. 7s	61	62	62	64
Do. 2d mort. 8 p. c.	62	64	63	65
Erie shares 100 dol. all paid	22 1/2	23 1/2	22 1/2	23 1/2
Do. sterlg. 6 p. c. convertible bonds	64	68	65	70
Do. 3d mort. 7 p. c. 1883	55	60	60	65
Illinois Central, 6 per cent. 1875	98	101	93	101
Do. Redemption mort. bonds 6 p. c.	98	101	93	101
Do. 7 per cent. 1875	75	80	75	80
Do. 100 dol. shares, all paid	93 1/2	94 1/2	93 1/2	94 1/2
Marietta and Cin. R. R. bonds 7 p. c.	72	75	73	76
New York Central, 100 dol. shares	90	100	90	100
Panama General mort. 7s, 1897	107	109	104	108
Penn. R. R. bonds, 2d mort. 6 per ct.	93	95	93	95
Do. General mort. 6 p. c. 1910	86	88	86	88
Philadelphia and Erie 1st mort. 1881	85	87	85	87
Do. with option to be paid in Phila.	87	89	87	89

American Railroad Journal.

Saturday, November 6, 1869.

Stock Exchange and Money Market.

A more active movement has been reported in money, particularly toward the close, and rates have been quoted stronger, the final quotations having been 6@7 per cent. on call, and from 9@15 per cent. per annum, in the discount line. The demand has been more general and more urgent, while lenders, especially on private account, have been less liberal of accommodation, owing in part, to the severe decline in stock values, and the consequent disturbance of confidence in railway and miscellaneous share property, as collateral. The West and Northwest have been calling for more extensive supplies of currency, but have not been very generously responded to. At Chicago and Cincinnati, unusually financial stringency, and depression in general business have been experienced of late, and the prospect of early relief is not considered as being very encouraging. Our city banks add largely to their resources, last week, reporting an increase of over five millions of deposits and 2 1/2 millions of specie, with a gain of \$140,279 of legal tender notes. They enlarged their loan and discount average, about 1 1/2 millions, while reducing their circulation \$68,186.

The U. S. Sub-Treasury closed the week and month with a general balance of \$94,689,062, against \$89,364,391 at the close of October. The coin reserve of the Treasury Department on the 1st inst., was \$116,994,712, of which the Sub-Treasury office here held \$81,712,740. Of the amount, the sum of \$28,731,520 was represented by outstanding coin certificates. The currency balance of the Department was \$7,248,295, including \$5,997,182 in the Sub-Treasury here.

The specie reserve of the city banks according to the latest return is \$21,926,046, against \$10,620,526 same time last year. The city bank deposits are now \$180,828,882, against \$181,948,547 week ending Oct. 31, 1868. The legal tender reserve amounts to \$52,177,883, against \$51,590,948 same time last year. The circulation now stands at \$34,136,249, against \$24,253,210 same time last year. The loans are now \$250,948,833, against \$262,365,869 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$90,075,108 a day, against a daily average of \$96,918,377 the preceding week, and \$89,065,044 the week ending with Oct. 16, 1869. The current week's exchanges average about \$112,500,000 a day. The city banks, last week, reported a gain of \$2,526,345 of specie, \$5,029,963 of deposits, and \$140,279 of legal tender notes. They increased their loans, \$1,553,760; and reduced their circulation, \$68,186.

The city bank exchanges on Wednesday were \$132,494,807.

National Bank notes to the amount of \$231,460 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$318,718,691, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$18,993,036, leaving, with the existing 1,620 banks, (having an aggregate capital of \$422,659,280,) an actual circulation at this date, of \$299,725,655. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,455,950; and for the public deposits, \$19,558,000—making a total of \$362,013,950. The Treasury Department last week redeemed and destroyed \$421,100 of worn and mutilated fractional currency, and issued \$1,323,000 of new. The outstanding amount of fractional currency on the 1st of Nov., was \$37,035,442, against \$33,001,299 on the 1st of October, 1869.

The U. S. Sub-Treasury receipts, week ending with Oct. 30, were \$8,081,874 in coin, (including \$2,420,000 from customs duties,) and \$5,818,504 in currency; payments, \$10,885,733 in coin, (including \$

in currency; and payments \$780,655 in coin, (including \$713,421 of coin interest,) and \$258,028 in currency. The balance at the close of business on Tuesday stood at \$96,445,167, (including \$6,280,287 of currency, and \$81,743,043 of coin,) against \$91,209,913 a week previous; and \$91,892,477 on Oct. 19, 1869. The aggregate receipts of the office in Oct. were \$58,880,033, including \$11,194,159 from customs; aggregate payments, \$58,555,362, including \$7,715,080 of coin interest.

The outstanding amount of coin certificates on the 1st of Nov. was \$28,731,520, against \$24,412,720 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired \$2,095,192 of coin certificates through the receipts for customs.

Government revenues yielded moderately, last week, in both forms. The excises yielded about 3¼ millions; customs at the port of New York, \$2,198,192, and at the outports about \$750,000 (in coin) more, making the grand total income for the week equal to about \$7,008,944 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 61 millions.

Gold has been offered much more freely, and has been further depressed in price, the range having been from 127@129½, and the closing quotation on Wednesday was 127½. Government, marketed a million of Gold on Friday last at from 128.51@128.53, and another million on Tuesday of this week at from 127.38@127.79. Government will sell eleven millions of gold, and buy in ten millions of bonds during the current month of November. The customs demand for coin has been on a reduced scale, while the export drain has been very moderate. The coin interest disbursement, through the U. S. Sub-Treasury, since our last, have been nearly eight millions of dollars.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 81¼ millions.

The customs of the port on Wednesday yielded \$413,000. The U. S. Sub-Treasury disbursed \$586,073 of coin interest, on that day.

The customs demand for Gold last week, averaged \$366,365 a day; thus far, this week, it has averaged \$435,500 a day, or equal to a weekly aggregate of \$2,613,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$13,900, and since Jan. 1, \$14,771,836, against \$6,326,932 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$113,442,993, against \$102,287,483 same time in 1868. At San Francisco, from Jan. 1, to Oct. 21, 1869, \$6,880,550, against \$6,989,341 same time last year.

The exports of specie, from this port, last week, were \$684,653, against \$1,072,407 same week last year; total, since Jan. 1, 1869, \$29,248,688, against \$67,942,601 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt \$6,594,992, and since Jan. 1, 1869, \$76,989,086, against \$63,870,609 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Oct. 21, 1869, were \$31,716,012, against \$29,827,173 same time in 1868.

Foreign exchange has been held with considerable firmness, though the supply has been fair,

and the inquiry very moderate. Bankers' prime sixty day bills on London closed on Wednesday at 108¾@108¾, and on Paris to 5.21¼@5.16¼; sight bills on London to 109¼@109¼, and on Paris to 5.15¼c@5.14¾. The offering of produce bills has been more liberal this week. The week's exports of domestic produce have been to the currency value of \$4,132,157, making the total since Jan. 1, 1869, \$164,255,751, against \$138,621,082 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to Oct. 30, were about 63½ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been \$5,278,917.

Government securities have been in better supply, and less request at generally reduced prices, notwithstanding the favorable debt statement of Nov. 1, which showed a further net liquidation in October of \$7,351,608, and since March 1, of \$64,197,934. Government bought in on Wednesday, two millions of U. S. 5-20s, at 112.60@113.12 net. The general market closed tame and weak.

U. S. sixes of 1881 closed here on Wednesday at 118@118½; U. S. Five-twenties of 1862, ex-coupon, 115@115½; U. S. Five-twenties of 1864 at 112½@112¾; U. S. Five-twenties of 1865 at 113½@113¾; U. S. Five-twenties of 1866, consolidated, 115¾@115¾; U. S. Five-twenties of 1867, 115¾@115¾; U. S. Five-twenties of 1868, 115¾@115¾; U. S. Ten-forties at 107¾@107¾; U. S. Six per cent. currency bonds, 107¼@107¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 20.	Oct. 27.	Nov. 3.
Consols	93½	93½	93½
U. S. 5-20s of 1862....	81½	82	83
U. S. 5-20s, 1865....	81½	81½	81½
" 1867....	83½	82¾	83¾
" 10-40s	76¼	76½	76½
Erie	21¼	21¾	21
Ill. Central	95	98	98
At. and Gt. West....	25	24½	....

* Ex Nov. 1, coupons.

Railway and miscellaneous share property has been pressed for sale at much lower and irregular prices, on a less active speculative movement. The later dealings showed more steadiness. The consolidation of the New York Central and Hudson River roads has been finally agreed upon. The capital arrangement is made upon the basis of the present separate issues of the stock of the two companies, viz.:

289,000 shares Central.....\$28,900,000
161,000 shares Hudson.....16,100,000

Together, in stock.....\$45,000,000

In scrip:

80 per cent. old and 27 per cent. new
on Central.....\$31,315,000
85 per cent. on Hudson...13,685,000

45 000,000

Stock and scrip, equal dividends.\$90,000,000

The time for finally capitalizing the scrip has not been fixed, but the whole of the scrip, including the outstanding 80 per cent. of Central, becomes a consolidated obligation to pay the same dividends as the stock, on the opening of the Consolidated Books, and the separate stocks of the two roads can be made Consolidated stock, share and share alike. But before such consoli-

dation an extra division of one per cent., (equal to \$1 80 on the stock with the scrip attached,) will be paid to the holders of New York Central.

General business has shown less animation and less firmness in prices. Middling upland cotton closed heavily on Wednesday at 26@26½ cts. per lb. The stock of cotton now here is given at about 17,000 bales. The receipts at the port this week, have averaged about 8,850 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 424,500 bales, against 320,000 bales in 1868-'9; exports, same time 166,500 bales, against 91,750 bales same time in 1868-'9; stock on hand at latest dates, 168,750 bales, against 154,500 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,337 pkgs., against 21,246 pkgs., same time last year. From Boston, 6,537 pkgs., against 7,533 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in very moderate demand, at from 8@16c., per lb.; week's receipts, 8,109. Milch cows rule dull, at \$40@\$110 each, receipts, 116. Veal calves in slack request at from 4@13½c. per lb.; receipts, 1,991. Sheep and lambs inactive at from 4@6c., and 7@9c. per lb.; receipts, 31,906. Swine in more request at 9¼@10¾c. per lb., all live weight; receipts, 21,061.

The week's dry goods imports were valued at \$1,630,309, and of general merchandise, \$2,422,111, making an aggregate for the week of \$4,052,420 specie value, against \$3,611,633 same week last year.

The ocean freight market has been less active, and rates have been quoted lower. For Liverpool we quote flour at 2s. 4½d.@2s. 6d. by sail, and 2s. 9d.@3s. by steamer, per bbl.; grain at 7¾@8d. by sail, and 8½@9d. by steamer, per bushel; cotton at ½d. by sail, and ¾d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 55s.@60s. by steamer, per ton. Total number of vessels in port on Wednesday, 417.

The New York exports, exclusive of specie, for the week ending Nov. 2, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week....	\$3,121,997	\$4,132,157
Prev. reported....	135,499,085	160,123,594

Since January 1.....\$138,621,082 \$164,255,751

The imports for the week ending October 30, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$1,073,811	\$1,630,309
Gen. merchandise.....	2,537,852	2,422,111

Total for the week....\$3,611,663 \$4,052,420
Previously reported....208,055,771 248,480,380

Since January 1.....\$211,667,484 \$252,532,800

The balance in the Sub-Treasury on Wednesday was \$98,375,833 81.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 8s, 90½; Louisiana 8s, Levee bonds, 60; Georgia 7s, 91½; South Carolina 8s, new, 68; Brooklyn 6s, Water Loan, 93; Toledo, Peoria and Warsaw 1st mort., W. D., 79½; Toledo, Wabash and Western consol. bonds,

84; St. Louis and Iron Mountain 1st mort., 81½; Milwaukee and St. Paul 1st mort., Iowa Division, 87; St. Louis, Jacksonville and Chicago 1st mort., 87½; Morris and Essex con. bonds, 87; Buffalo and State Line R. R. bonds, 86; Dubuque and Sioux City R. R., 109; Rome, Watertown and Ogdensburg, 105; New York and New Haven R. R., 139; do., 6s, 94; Long Dock bonds, 86; Brunswick City Land, 9½; Western Union Telegraph, 86½; Adams Exp. Co., 57½; U. S. Exp., 58; Wells-Fargo Exp., 20; Am. Mer. Union Exp., 35; Consol. Gregory gold, 1.35; Grass Valley gold, 0.25; Liberty gold, 0.02; Montana gold, 0.04; Quartz Hill gold, 1.15; Smith and Parmelee gold, 1.60.

Philadelphia.—West Pennsylvania R. R. bonds, 79; Belvidere Delaware 2d mort., 80; West Jersey 6s, 91; Phila. and Reading 6s, 1843-'80, 89½; do., 1844-'80, 90; Harrisburg and Lancaster R. R. bonds, 90½; Sunbury and Erie 7s, 96; Chesapeake and Delaware Canal 6s, 95; Lehigh Nav. con. loan, 80; Camden and Amboy scrip, 64½; Delaware Division Canal, 46; Phila. and Trenton R. R., 117½; Pittsburg 5s, 71½; St. Louis War Loan, 100½; Buck Mt. Coal, 30½; McClintock oil, ¾; Ocean oil, ½. The latest quotations are: do., City 6s, 95½@96; do., free of tax, 100½@100½; State 5s, coupon, 92@93; do., 6s, W. L., 100@100½; do., 1st series, 102@103; do., 2d series, 106½@106¾; do., 3d series, 108@109; Reading, 47½@48; do., 7s, 1893, 102¼@102½; do., mort. 6s, 1880, 89@92; Camden and Amboy, 119½@120; do., mort. 6s, 1889, 92@—; do., 1883, 83@84½; do., 1889, 84½@86; Penn. R. R., 54@54½; do., 1st mort., 97½@97¾; do., 2d mort., 94@94½; Little Schuylkill R. R., 41@42½; Morris Canal, —@28; do., pref., 58@60; do., bonds, 80@85; Susquehanna Canal, 10@12; do., 6s, 53@60; Sch. Nav., 5@10; do., pref., 14@17; do., 6s, 1882, 55@60; Elmira and Williamsport, pref., 39@40; do., 7s, 1873, 88¾@89; do., 5s, 57@58; Lehigh Coal and Navigation, 33@33½; do., 6s, 1884, 81@81½; do., R. R., Loan, 86@86½; do., Gold Loan, 94@94; North Pennsylvania, 39@40; do., 6s, 87½@88½; do., Chattle 10s, 106@—; Philadelphia and Erie, 28@28½; do., 6s, 85½@87; Minehill, 53½@53½; Catawissa, 14@18; do., pref., 37@37½; Lehigh Valley, 53@53; do., 6s, 92@95; do., 6s, reg., 94¾@95; Fifth and Sixth streets, (horse), 36@38; Second and Third, 40¼@41; Thirteenth and Fifteenth, 17@19; Spruce and Pine, 25½@26½; Green and Coates, 35@38; Chestnut and Walnut, 45@45½; Restonville, 11½@12¼; Union, 44@45.

Boston.—Eastern R. R. 6s, 1874, 95; Old Colony and Newport 7s, 100¾; Vermont Central and Vermont and Canada 8s, 101½; Vermont Central 1st mort., 78; Cincinnati, Sandusky and Cleveland 7s, 1890, 72½; Summit Branch R. R., 23; Worcester and Nashua R. R., 125½; Pittsfield and North Adams R. R., 80½; Taunton Branch R. R., 100; Indianapolis and Cincinnati R. R., 14; Boston and Lowell R. R., new, 117; Boston Water Power Co., 13½; Maine 6s, 1889, 97¾; Connecticut 6s, 1881, 97½; Massachusetts 6s, 5-20s, currency, 100%; do., 5s, 1894, gold, 105; Vermont 6s, 99; New Hampshire 6s, 1876, 97¾; Hartford 6s, 1882, 94½; Cincinnati 7 3-10s, 1899, 101½; St. Louis 6s, 1887, 81; Bath 6s 1870, 81; Charles-town 6s, 1874, 98½; Chicago 7s, 94; Boston 5s, 1887, gold, 106½; Portland Water Co., 6s, gold

1888, 96¾; Cook Co., Ills., 7s, 95½; Allouez Mining Co., 2½; Concord, 62½c.; Dana, 21c.; Pontiac, 20c.

Baltimore.—Virginia 6s, old, reg., 45½; do., 1867, 49; Maryland Defense Loan, 101½; Memphis City 6s, 47; Pittsburg and Connellsville 7s, 1898, 89¼; Western Maryland 1st mort. guaranteed, 91; do., 2d mort. guaranteed, 91; Northern Central 6s, gold, 1890, 101; Atlantic Coal, 2.05. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88¾@90; Balt. and Ohio, 124@124; do., 6s, 1875, 93@93½; do., 1880, 93½@94; do., 1885, 92½@92½; Northern Central, 46¾@47¼; do., 6s, 1885, 85@—; do., 1900, 82½@82¾; do., 6s, 1900, gold, 100@101¾; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@96; do., 2d mort., 91@94; do., 3d mort., 1885, 86½@89; Marietta and Cincinnati 7s, 1892, 86¾@87; do., 2d mort., 66½@66¾; Central Ohio, 25@28; do., 1st mort., 79@80; Western Md. 6s, 1890, 65@67½; do., guar., by Baltimore City, 89½@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 35@45; do., 6s, guar., by Washington Co., 77@78; Richmond and Danville bonds, 69@—; Baltimore 6s, 1875, 93@94; do., 1886, 93@94; do., 1890, 93¾@94; do., 1893, 90½@92; do., 5s, 1838-'70, 71@74; Memphis City 6s, 47@47½; Maryland Defense Loan, 101½@102; City Passenger R. R., 19@19½; Baltimore and Catonsville, 4@6¼; George's Creek Coal, 71½@73; Santa Clara, —@1.00; Atlantic Coal, 2.12@2.50; Bare Hill, 0.06@0.15.

Hon. Jesse L. Williams.

The friends of the Grand Rapids and Indiana Railroad are greatly encouraged with the management of its affairs under its present officers. The resignation of Mr. Williams, as United States Director of the Union Pacific Railroad, is also an indication of "business." Mr. Williams has been identified with and acknowledged a leading spirit of the Grand Rapids and Indiana Railroad; and, at present, is the Receiver and Chief Manager of that road, its speedy construction being entrusted to his hands. He finds it impossible to give to both offices the attention justly expected of him. His obligations to the Grand Rapids Road make it out of his power either to attend the meetings of the Union Pacific road at so distant a point as Boston, or to visit the road as required. Under these circumstances he considered it proper to give the Administration a chance of appointing another in his stead. In 1864 Mr. W. received his first appointment as Government Director from Mr. Lincoln, and each successive year has been re-appointed, being the only member of the old board that President Grant retained. He was one of the Locating Committee of the Pacific Road, and personally took part in examining the passes and routes across the Rocky Mountains, and after assisting in the completion of the first railroad over the continent, he retires with the well merited esteem of the government for valuable services rendered.

The Fort Wayne, Muncie and Cincinnati Railroad is completed for 18 miles south of Fort Wayne, and will probably reach Bluffton, seven miles further, by the 10th of November.

The Suncock Valley (N. H.) Railroad was opened from Suncock to Epsom on the 1st inst.

CHICAGO, DANVILLE AND VINCENNES RAILROAD COMPANY'S 7 PER CENT. GOLD BONDS pay annually, on an investment of \$10,000 in currency, \$698 25 IN GOLD, while only \$475 are derived from \$10,000 invested in Government Sixes.

\$2,500,000 First Mortgage Sinking Fund Bonds, forty years to run, on 140 miles of road, or LESS THAN \$18,000 PER MILE.

Starting at Chicago, the Road runs through the richest lands of Illinois, along the line of Indiana, and from which the local business, bound to this road, is estimated to net \$733,000, or nearly THREE TIMES THE SUM required for interest and sinking fund on the WHOLE ISSUE OF ITS BONDS.

It forms part of the SHORTEST LINE FROM CHICAGO via Terre Haute, Vincennes, Evansville and Nashville to New Orleans, &c., and opens to the Chicago market rich ORE AND COAL BEDS, sufficient of themselves to insure large earnings.

It also brings the BRAZIL COAL MINES nearer to Chicago by 90 MILES THAN ANY other line.

Total cost of construction and equipment estimated at \$4,500,000.

\$2,100,000 of stock subscribed, which pays for right of way, grading, bridging, &c.

WHOLE AMOUNT OF IRON ALREADY OBTAINED.

From Chicago to Muncie, 55 MILES, NOW OPEN TO BUSINESS, and a considerable part will be finished this autumn.

Pamphlets in more complete detail, with maps, can be had of us on application.

Purchasers may obtain Bonds through our advertised local agents, who will be responsible for their safe delivery, or directly of us, express charges prepaid, the buyer remitting \$950 and 7 per cent. in currency interest from October 1, to date, funds current in New York. Any of the Eight Hundred Banks in correspondence with the National Park Bank of New York, will receive and transmit purchase money for these Bonds, and in return receive the Bonds direct from the bank and deliver to the purchaser.

Having personally examined this entire line of road, finished and projected, as well as the country through which it runs, we offer these bonds with entire confidence in their value and soundness.

W. BAILEY LANG & CO., Merchants,
No. 54 Cliff st., New York,
Agents for the sale of the Bonds.

Union Patent Stop Washer.

A desideratum appears to be obtained in the Patent Stop Washer advertised in our JOURNAL; it is so simple, and yet so effective, combining the essentials of all improvements, while it cannot be expensive. The fish joints of railways, now generally adopted, are only useful so long as they are kept perfectly tight; and by the jarring of passing trains, unless the nuts are secured, are constantly getting loose. This Washer appears to be just the right thing in the right place; it is so plain that the wonder is, it was not seen long since.

The last rail of the New York and Oswego Midland Railroad, completing the line between Oswego and Norwich, Chenango County, was laid on the 1st inst.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were :

ENTERED FOR CONSUMPTION.		
	1868.	1869.
Manufactures of wool.....	\$1,062,085	\$1,184,051
" cotton	585,419	490,047
" silk	1,432,882	1,284,716
" flax	637,084	675,568
Miscellaneous dry goods..	420,432	544,129
Total entered for consump.	\$4,137,852	\$4,178,511

WITHDRAWN FROM WAREHOUSE.		
	1868.	1869.
Manufactures of wool	\$907,935	\$979,202
" cotton	106,485	238,628
" silk	238,457	473,416
" flax	254,382	352,633
Miscellaneous dry goods..	76,221	108,495

Total withdrawn from warehouse	\$1,583,480	\$2,152,369
Add entered for consump.	4,137,852	4,178,511

Tot. thrown on the market..	\$5,721,332	\$6,330,880
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ENTERED FOR WAREHOUSING.		
	1868.	1869.
Manufactures of wool.....	\$688,952	\$730,804
" cotton	154,673	233,610
" silk	232,155	364,582
" flax	362,763	468,088
Miscellaneous dry goods..	125,794	83,563

Total entered for wareh'g.	\$1,564,337	\$1,880,597
Total entered for consump.	4,137,852	4,178,511

Total entered at the port.	\$5,702,189	\$6,059,108
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The imports of foreign dry goods at New York for ten months from January 1, were :

ENTERED FOR CONSUMPTION.		
	1868.	1869.
Manufactures of wool ...	\$13,616,007	\$15,020,797
" cotton	8,935,665	11,922,662
" silk	15,576,317	17,481,140
" flax	7,231,036	8,448,031
Miscellaneous dry goods.	5,030,950	6,124,591

Tot. entered for consump.	\$50,889,975	\$58,997,221
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WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.		
	1868.	1869.
Manufactures of wool ...	\$10,829,810	\$10,789,649
" cotton	3,535,262	3,709,015
" silk	3,705,665	4,291,363
" flax	4,075,911	4,212,839
Miscellaneous dry goods.	1,392,755	1,117,634

Total withdrawn from warehouse	\$23,539,403	\$24,120,500
Add entered for consump.	50,889,975	58,997,221

Total thrown on the market	\$73,929,378	\$83,117,721
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ENTERED FOR WAREHOUSING.		
	1868.	1869.
Manufactures of wool....	\$9,849,540	\$11,051,578
" cotton	3,193,068	4,252,750
" silk	3,742,180	5,019,674
" flax	3,298,177	4,766,811
Miscellaneous dry goods.	1,401,994	1,123,419

Total entered warehouse.	\$21,484,959	\$26,214,232
Add entered for consump.	50,889,975	58,997,221

Total entered at the port.	\$71,874,934	\$85,211,453
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Jamestown and Franklin Railroad.

The *Pittsburg Chronicle* says that the Jamestown and Franklin Railroad is to be completed next summer, from Jamestown to Ashtabula, Ohio. The grading for the proposed extension was completed some time since and about all that remains to do is to build the culverts and lay the ties and rails. A large force is now at work on the bridge over French Creek, and that important portion of

the work will soon be out of danger from floods and bad weather. Should the proposed extension be made, as is now contemplated, it will give the oil county another outlet to the lakes.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR DAMAGE CAUSED BY FLYING SPARKS FROM DEFECTIVE ENGINES.

The facts of the late case of the Illinois Central Railroad Company vs. McClelland (42 Ill., 355,) are fully and clearly stated in the following opinion by

BREESE, J.—This was an action on the case brought in the Marion Circuit Court, by Samuel McClelland against the Illinois Central Railroad Company, and verdict and judgment for the plaintiff.

The record is brought here by appeal, and various errors assigned, the most important of which we have considered.

All the evidence is in the record, and it fully sustains the finding of the jury upon the third count in the declaration. We have often decided that it is negligence in a railroad company failing to provide all the most approved appliances to arrest sparks issuing from the smoke stacks of the engine. There was no proof that the engine which threw the sparks into the plaintiff's meadow was provided with any means by which they might have been arrested. Indeed, it is shown by the testimony of some of the engine drivers sworn on behalf of the defendant, that an engine thus provided, will not throw sparks one hundred feet, though the wind might carry them twenty or thirty feet. Now, as this meadow was one hundred feet from the track of the road, and the sparks were thrown into it by an engine running upon its road, the conclusion is irresistible, that the engine had not the proper appliances. Another engine driver says, a wood spark might be carried one hundred feet, coal would not. Another says, if the sparks went one hundred feet, he would lay it to the wind, and if no wind, then he would think the engine poor, or that something was out of order. Taking either view the company was liable, because they should not run "poor engines," or those out of order. If they do, they must be held liable for all casualties occasioned thereby.

It is proved, as a general fact, that this company had in use, on their engines, the most approved apparatus known for arresting sparks, but no witness stated that this particular engine had it, and the inference is strong it could not have had it if the testimony of the engine driver is to be credited.

To rebut the testimony of these men, three other witnesses were called by the plaintiff, who stated, that they had seen, in 1864, the year this accident happened, engines of the company throw sparks over one hundred feet. As rebutting testimony, this was right, and the Court properly overruled the objection to its reception, and the motion to exclude it from the jury. On the evidence the verdict was right.

As to the instructions, the first one asked by the defendant was this: If the defendant has shown to the satisfaction of the jury that the company was, at the time of the fire, using on all their engines the best known appliances to prevent the escape of sparks, then the defendant would not be liable, although the jury may be-

lieve, that by accident, the engines might occasionally get out of order during a trip. If the defendant used the best means at command, and employed competent servants they have done all the law requires.

This instruction the Court gave, after modifying it by striking out the words "although the jury may believe that, by accident the engines might occasionally get out of repair during a trip." To this modification the defendant excepted.

If for no other reason, then for this, the modification was perfectly proper and necessary because there was no evidence to that point. The jury are to believe nothing but what is testified to, and there was no testimony that this engine had met with an accident on the trip.

The second instruction is on the hypothesis that it was the duty of the plaintiff's son and servant, under the circumstances, to endeavor to extinguish the fire.

This has reference to the fire in July, and the injury caused by that fire may be the one for which the jury found the verdict; at any rate, it must have been a part of the finding, in view of the damages assessed. It was then a proper subject of inquiry by the jury, could the plaintiff's son and servant, by the exercise of reasonable diligence, have prevented the spread of the fire? He saw the fire in time to arrest its progress, or at any rate in time to make some effort to that end, but did not choose so to do. He left the scene and was absent near one hour, and on his return, the fire had reached the meadow. Common prudence required he should have made some effort to prevent this, and it was negligence on his part, for which the plaintiff is answerable, that he did not. The fire in the meadow, in July, may be charged to the negligence of the plaintiff's son, who was in a position to have prevented it. The Court should have given this instruction to the jury, and it was an error to refuse it.

As to the third instruction, it would have been entirely proper in the Court to have told the jury, as there were three counts in the declaration, that the plaintiff must make a case by the proof, to fit one or the other substantially. But we do not think the plaintiff was confined to the proof of the precise place where the fire originated, the gravamen of the action being, loss by fire occasioned by the negligence of the defendants, and whether that fire commenced on the right of way in the first instance, and then spread to the meadow, is not very material.

The third count was sufficiently established. It is a very strong presumption indeed, that this particular engine had not sufficient spark arrester, and having none, the defendants are liable for the injury done by it. For refusing to give the second instruction the judgment must be reversed, and the cause remanded. Judgment reversed.

Chenango and Allegheny Railroad.

We understand that the Chenango and Allegheny Railroad have made arrangements with the Erie and Pittsburg management to have the junction of the roads at the present station on the E. and P. at Greenville, instead of a mile this side, as was originally intended. This will prove of great convenience to the traveling public. The contractors of the road have finished their job for the season (from Greenville to the vicinity of Mercer.) As it is, some valuable coal mines have been reached, and the transportation of the mineral duly begun.—*Pittsburg Chronicle*.

Portchester and Ridgefield Railroad.

The route of the Portchester and Ridgefield Railroad, the survey of which is completed, runs through a beautiful tract of country lying between Portchester, in Westchester County, and through the western portion of Ridgefield County, Ct. The road will be twenty-three miles in length. Starting from Portchester, it runs through the village of Pemberton, then passing within a third of a mile of Glenville, strikes a point three miles north of Greenwich, and one and a half miles south of Stanwich, thence passes the south end of Longridge, three quarters of a mile east of Poundridge village, and running through Lewisboro, reaches the north end of Ridgefield, nine miles from Danbury, to which place the road is to be continued.

The road will not, according to the survey, vary one mile from a straight line.

The highest point of the road is at Redfield Summit seven hundred feet above tide water. The heaviest grade of the road will be fifty-eight feet one inch to the mile.

The estimated cost of the road is \$672,000, exclusive of right of way. The average cost of the road per mile, equipped, is \$29,000. Ground will be broken on the line of the road in about six weeks. It is intended to have the road in running order in about eighteen months from the time of breaking ground.

The road will connect at Portchester with either the Portchester and Harlem or the New York and New Haven roads, to transfer passengers and freight to the city.

Debt of Tennessee.

The following is a full statement of the debt of Tennessee to Oct. 1, 1869, presented to the Legislature now in session:

Bonds loaned to railroads—ante-war.	\$13,115,000
Bonds to fund interest thereon—1866.	3,213,000
New bonds to railroads, since war, 1866-'69	13,297,000
Railroad bonds indorsed by State	2,196,000
Total railroad debt	\$31,821,000
Bank, capital, and other debt	3,473,000
Total debt Oct. 1, 1869	\$35,294,000
Add July, 1869, interest unpaid	1,100,000
Together	\$36,394,000
Represented as follows:	
Railroads for bonds and indorsements, as above	\$31,821,000
Due from railroads for arrearages of interest due State	2,306,000
	34,127,000
State capital, Bank of Tennessee, &c.	\$2,267,000
Taxables of the State	223,862,243
Revenues of 1869-'70	\$1,878,949
Less for schools	450,000
	\$1,428,949

McGregor and Missouri Railroad.

This is now the legal name of the road owned and operated by the Milwaukee and St. Paul Company, first organized as the McGregor and Sioux City, and latterly known as the Yankton Division of the Milwaukee and St. Paul. It begins at Calmar, 43 miles west of McGregor, on the McGregor and St. Paul line, is completed about 50 miles west, and is aiming to cross northern Iowa in a westerly direction, to Yankton, the capital of Dakota.

Portland and Ogdensburg Railroad.

This road is located in almost an air line from Portland to Gambo, crossing the Presumpscot at Cumberland Mills and touching the river at Millison's Mills, and at Little Falls, between Cumberland Mills and Gambo. Crossing the river at Gambo the line bears southwesterly to the foot of Sebago Lake. The line then strikes across the Saco river at Steep Falls and the Great Falls in Hiram, reaching these places on the Saco.

All along the line the work is rapidly and satisfactorily progressing, under the contractors, Messrs. Fuller and Harding of Springfield, Mass. The terms of the contract require that the grading on the road from Portland to Sebago Lake must be done by July 1, 1870, and the rails are expected to be laid and the division opened by the following October.

Some 400 men are at work on the line, the surface grades showing rapid progress, and the deep cuts being opened for winter work. In the first fourteen miles there is no cut deeper than twenty feet, one at Inkhorn Brook, in Windham, reaching this figure. Some 20,000 yards of earth are to be excavated from a long cut at White Rock Hill, in Gorham. The heavy work for winter is all in the last two sections. An embankment, to contain 100,000 yards of earth, is commenced at Great Swamp, in Standish, and will have to be filled. Another embankment across Long Outer Pond will require 64,000 yards of filling. From the swamp to the lake the line runs straight through a broken country, coming out on the lake shore about 12 feet above the lake, or 260 feet above tide water level. The contract is not per mile, but in proportion to the amount of work done, stone excavated, embankments made and earth removed, thus proving a saving to the road. Gen. S. J. Anderson is President of the company, and John F. Anderson Chief Engineer.

Alexandria and Georgetown Railroad.

The work of construction on the railroad to connect Georgetown with Alexandria and the Loudoun and Hampshire Railroad has been commenced, and a large force of workmen has been employed for steady work. The proposed road will be four miles long, and will run along the berme bank of the canal. The work will be under the personal superintendence of Mr. Berkeley Ward, Chief Engineer of the Orange and Alexandria Railroad, who made the preliminary survey. This road is designed to be a connecting link between the Northern and Southern railroads over the Aqueduct Bridge, with the aid of the National Junction Railway, for the building of which road active steps are now being taken.

Pacific Railroad.

The cheap emigrant trains on the overland road have sensibly increased the arrivals of working-men, and the fast through train recently started will augment the number of capitalists visiting our coast. We are glad to know that the success of the first weekly express train has been such as to suggest the sending of another, giving us two fast through trains weekly between New York and San Francisco.—*San Francisco Bulletin*.

The Los Angeles and San Pedro (Cal.) Railroad has been completed. The opening celebration took place on the 26th ult. This road gives outlet to the ocean to one of the finest valleys in the State.

New York Central and Hudson River Railroad Company.

The agreement for consolidation of the New York Central and Hudson River Railroad Companies was ratified by a vote of the stockholders of both companies at their several meetings in this city and at Albany on the 1st inst. The new company is called the "New York Central and Hudson River Railroad Company." The capital stock of the consolidated company is \$15,000,000—\$207 per share to the New York Central, and \$185 per share to the Hudson River Railroad. Consolidation certificates are provided, and are to be issued at the rate of twenty-seven per cent, of the capital stock held by the Central shareholders and eighty-five per cent, of the Hudson River shareholders. Arrangements are made for the capitalization of the Consolidation certificates, and of the interest certificates issued by the Central Directors. No further increase of the capital stock can be made except on a vote of two thirds of the stockholders. The officers of new company are: C. Vanderbilt, President; William Vanderbilt, Vice President; E. D. Worcester, Treasurer, and Augustus Schell, Secretary.

Loughridge Steam Brake.

An exhibition of the practical use of this brake was recently made on the Erie Railway, under the auspices of the managers and judges of the American Institute. The brake, as described by the *Times*, is designed for steam cars, and is constructed in such a manner as to enable an engineer to stop a train at pleasure, without the aid of brakemen. It is entirely worked by steam, but is easily attached to the ordinary hand brake without dispensing with the latter. It is claimed to possess several advantages over other brakes, chief among them being the saving of time in stoppages and prevention of sliding of wheels, together with its great security against accidents. It is also asserted by Mr. Thos. B. Oakley, agent of the Brake Company, that the motion of an express train can be completely checked in about eighteen seconds by means of the new brake. The brake is now in use on the Morris and Essex Railroad, where it gives great satisfaction.

Pacific Railroad Commission.

The Commissioners of the Union and Central Pacific Railroads have made their reports to the Secretary of the Interior. In concluding, they state that both companies are doing a large amount of work, and are day by day bringing them nearer the standard required by law. This great line, the value of which to the country is inestimable, has been built in about half the time allowed by Congress, and is now a good and reliable means of communication between Omaha and Sacramento. It is well equipped and fully prepared to carry passengers and freight with safety and despatch, comparing favorably in this respect with the majority of first class roads in the United States.

The Dorchester and Delaware Railroad, extending from Seaford, Sussex Co., Del., to Cambridge, in Dorchester Co., Md., a distance of 34 miles, has been completed, and passenger trains will soon commence running regularly. W. Wilson Byrn, of Cambridge, is President; Thomas W. Anderson, Secretary and Treasurer; and D. S. Hessay, Chief Engineer.

The route of the Northern Pacific Railroad will commence at Duluth, at the western end of Lake Superior, and run thence to Seattle, on Puget Sound, a distance of 1,174 miles. The whole distance from the Pacific Ocean at Seattle, to Chicago *via* rail and lake, will be 2,140 miles.

The interest due November 1st on Orange and Alexandria Railroad, and James River and Kanawha Canal Co's bonds, is being paid at Lynchburg, Va. The interest on the first named bonds is \$24,000, and on the second \$18,000.

The trains on the Yankton Division of the Milwaukee and St. Paul Railway now run through will to New Springs. By the first of January they run twenty miles further. This branch is being pushed forward to the Missouri rapidly.

The last rail on Ben Halladay's Willamette Valley Railroad, in Oregon, was laid on the 29th of October.

The cars are now running on the first five miles completed of the Virginia and Carson (Nevada) Railroad.

The length of railroad to be built between Warren and Belfast, (Me.), by the late survey, is thirty miles.

PORTLAND AND OGDENSBURG RAILROAD. Western Division.

Essex County, Montpelier and St. Johnsbury and Lamolle Valley Railroads.

ENGINEER'S OFFICE,
ST. JOHNSBURY, VT., Oct. 7, 1869.
TO RAILROAD CONTRACTORS.

Proposals for the gradation and masonry of those sections of the above roads included between St. Johnsbury and the Lamolle Valley in the town of Hardwick, and also between Swanton and the Lamolle Valley in the town of Cambridge, will be received at the general office of the above companies in St. Johnsbury, up to and including Nov. 20. Much of this is desirable work, and can be prosecuted during the Winter. Contractors are invited to make an early examination before the ground is covered with snow.

The Executive Committee reserve the right to reject bids from irresponsible parties, and all which in their judgment may not accord with the interests of the companies.

By order of the Executive Committee.
ASA C. MITCHELL, Chief Engineer.

PORT HURON AND LAKE MICHIGAN RAILROAD CO.,
TREASURER'S OFFICE,
PORT HURON, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER
Cent. First Mortgage Sinking Fund Bonds of the Port Huron and Lake Michigan Railroad Company, due Nov. 1, 1869, will be paid on and after that date, IN GOLD COIN, free of Government tax, on presentation at the office of S. W. HOPKINS & CO., No. 71 Broadway, New York.

4144 W. L. BANCROFT, Treasurer.

PENINSULAR RAILWAY COMPANY, TREASURER'S OFFICE,
BATTLE CREEK, Mich., Oct. 14, 1869.
THE COUPONS OF THE SEVEN PER
Cent. First Mortgage Sinking Fund Bonds of the Peninsular Railway Company of Michigan, due Nov. 1, 1869, will be paid on and after that date IN GOLD COIN, free of Government tax, on presentation at the office of S. W. HOPKINS & CO., No. 71 Broadway, New York.

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RAILROAD TIES.
WHITE OAK, CHESTNUT AND CEDAR.
Fig. Bar and Railroad Iron. Steel Rails.
OLD RAILS, SCRAP IRON, & C.
HOLLINS, KIRKUP & CO.,
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Established 1851.

Williams' New Patent Coal Oil Head Light, WITH BRAZED SAFETY BURNER,

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

CHANGEABLE GAUGE FREIGHT CAR TRUCKS.

A line of upwards of 200 Freight Cars, with *Changeable Gauge Trucks*, are in successful operation

BETWEEN BOSTON, CHICAGO AND
ST. LOUIS,

Running over Different Gauges of Tracks.

These Trucks are adaptable
To any and all Gauges of Track.

The Loddell Car Wheel, Tire and Machine Co., Wilmington, Del., have been appointed Sole Agents, South and South-West of New York, for the Manufacture and Sale of the above Patent Adjustable Gauge Cars, and are prepared to furnish Cars constructed under these Patents. Trucks complete, or Wheels and Axles only.

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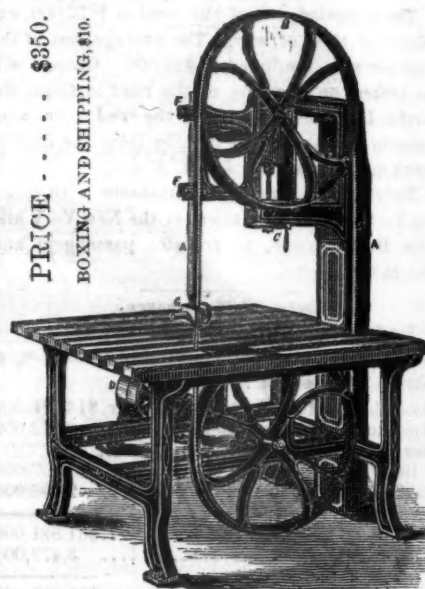
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FIRST & PRYIBIL'S PATENT IMPROVED BAND SAW MACHINE,

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PRICE . . . \$350.
BOXING AND SHIPPING, \$10.

This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

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NEW YORK CITY STEEL WORKS,

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LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

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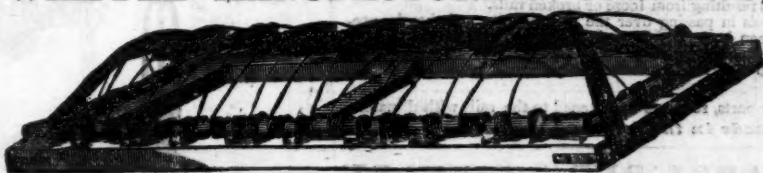
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Contractors for Manufacturing and Erecting every description of Iron and Wooden Bridges, Roofs, Turn Tables, &c.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, \$18. In 18k Gold Cases, \$20. Ladies' Size, \$20. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE.

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AGENTS, 130 N. 4TH ST.

SEMI-BITUMINOUS COAL,

From the Mines of the
CUMBERLAND COAL AND IRON COMPANY,
Deliverable at the Ports of
GEORGETOWN, BALTIMORE AND NEW YORK,
FOR SALE BY THE CARGO.

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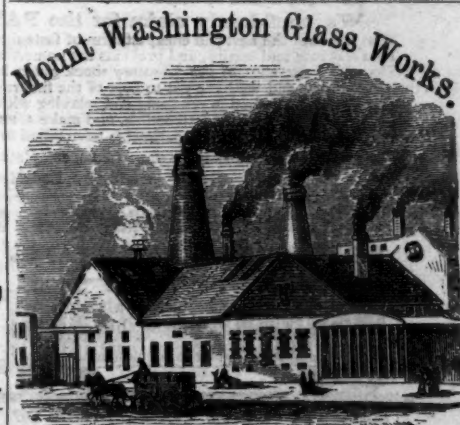
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MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chimnies* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

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RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 7-16th by 5 1/4 inches.
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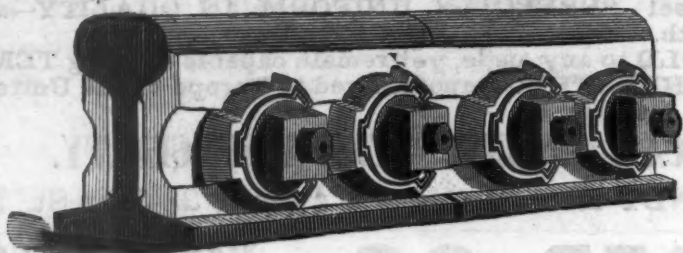
PHELPS, DODGE & CO., Importers of Metals, AND RUSSIA SHEET IRON,

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OFFER FOR SALE:

Tin Plates of every description.	Terne Plate for Roofing.
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Extra-sized sheets Copper.	Brassiers and Bolt Copper.
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milled to order.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our joint on it.
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Steamer JAPAN, will leave San Francisco Dec. 4, for
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are worked either by steam or compressed air. For all
kinds of work under ground compressed air is used, serving
as a perfect ventilator, as it is exhausted from the Drill. At
the Hoosac Tunnel the compressed air is carried upwards
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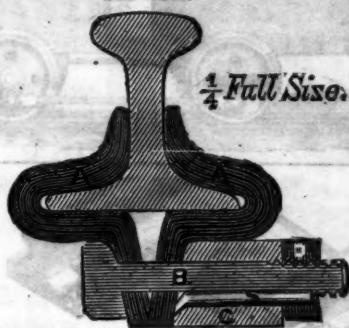
Scott's Wrought Iron Clamp Truss Joint **FOR RAILROAD RAILS.**

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 20,000 lbs.) it is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



$\frac{1}{4}$ Full Size.

VIEW.



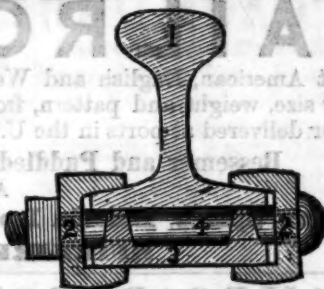
VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two $\frac{1}{4}$ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose. The patentee is prepared to fill orders sufficient for four miles of track per day. Provision has been made to prevent sliding of the rails.

Particulars, address

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And **BENJ. SCOTT,**
New Brighton, Pa.

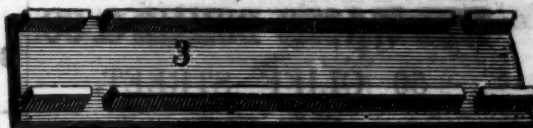
THE PHOENIX IRON COMPANY'S **PATENT** **NEW SUSPENSION RAIL JOINT.**



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Slot.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new *Suspension Rail Joint*, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3) with the flanges of the rail and the bottom plate embraced by the side clamps (2) and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, but the flange on one side of each rail is slotted to receive two "stops," as shown in figure 2. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails* particularly, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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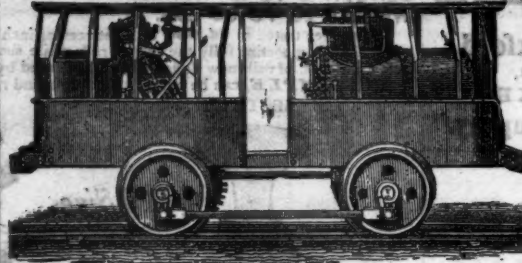
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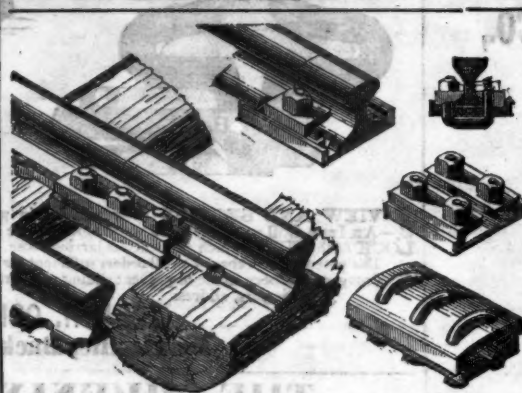
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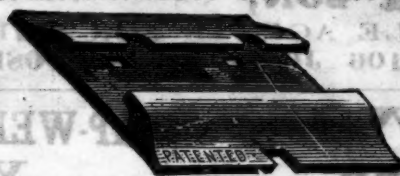
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4. " " " " 1½ to 1	16. " " " " 1½ to 1
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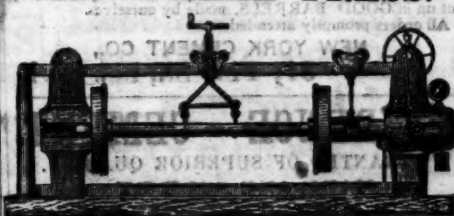
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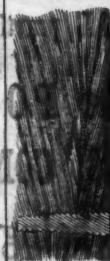
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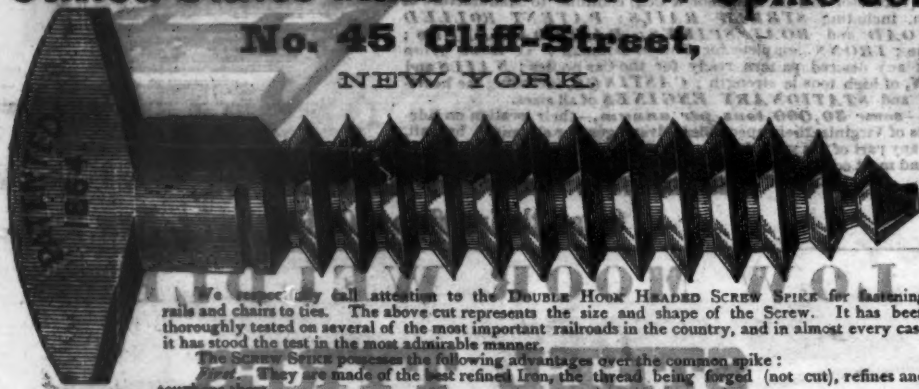
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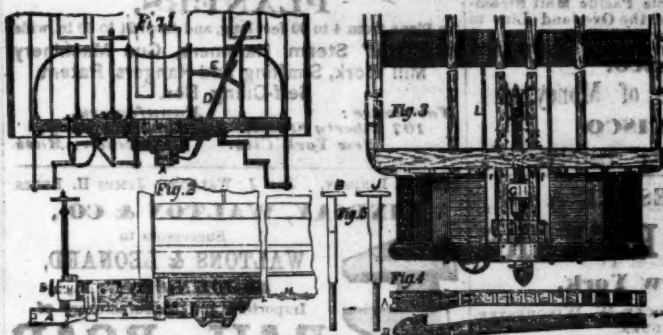
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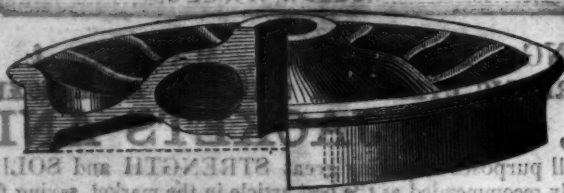
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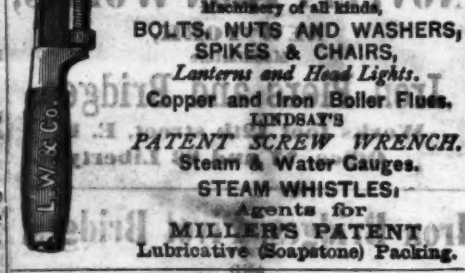
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